

**~STATE HIGHWAYS~
Archive Collection
Hampden County Registry of Deeds**



HOLYOKE



*Donald E. Ashe, Register
Hampden County Registry of Deeds,
a Division of the Office of
William Francis Galvin, Secretary of the Commonwealth*



1942	STATE HiGHWAY LAYOUT #3422 Route 5, Springfield St., Ingleside St. to West Springfield line
1956	STATE HIGHWAY LAYOUT #4439 Route 5, Springfield St., relocation over Tannery Brook
1956	STATE HIGHWAY LAYOUT #4484 Route 202, Hampden St. to South Hadley line
1958	STATE HIGHWAY LAYOUT #4636 Location of Hampden, Lyman, Beech & Prospect Sts. (See layout #4484)
1959	STATE HIGHWAY LAYOUT #4788 Route 5, Springfield St., Ingleside St. to West Springfield line
1959	STATE HIGHWAY LAYOUT #4907 Route 5, Springfield St., relocation of east line at Sister's of Providence
1960	STATE HIGHWAY LAYOUT #4946 Route 202, Apremont Way, Westfield line to east of McLean Reservoir
1960	STATE HIGHWAY LAYOUT #4967 Route 5, Springfield St., abandonment on east line across from Brightside Rd.
1962	STATE HIGHWAY LAYOUT #5213 Route 202, Apremont Way, layout #4946 transferred to control of City of Holyoke.
1962	STATE HIGHWAY LAYOUT #5267 Route 5, Northampton Rd., relocation of west line between stations 46-35.
1962	STATE HIGHWAY LAYOUT #5268 I-91, Mountain Park to Easthampton line
1964	STATE HIGHWAY LAYOUT #5395 I-91, Whitney Ave. northerly 5 miles to end of layout #5313
1964	STATE HIGHWAY LAYOUT #5407 Route 5, Cherry St., Norwood Terr.
1965	STATE HIGHWAY LAYOUT #5433 I-91, widening east line between stations 124-125.
1965	STATE HIGHWAY LAYOUT #5498 I-91, widening of east line between stations 105-112.
1965	STATE HIGHWAY LAYOUT #5516 Route 5, Northampton Rd., widening of both sides between stations 51-34, (near Mountain Park).
1965	STATE HIGHWAY LAYOUT #5525 I-91, widening of west line between stations 356-360.
1966	STATE HIGHWAY LAYOUT #5567 I-91, Whitney Ave. northerly 1000' to stations 32-27.32.
1966	STATE HIGHWAY LAYOUT #5616 I-91, West Springfield line to Whitney Ave.
1968	STATE HIGHWAY LAYOUT #5750 I-91, widening of location at intersection with Lower Westfield Rd.
1968	STATE HIGHWAY LAYOUT #5754 I-91, altering east line at intersection of Hampden St., Northampton St., Old Jarvis Rd.



1970	STATE HIGHWAY LAYOUT #5763 I-91, Northampton St., Dwight St., Easthampton Rd.
1970	STATE HIGHWAY LAOUT #5859 Route 5, Northampton Rd., north of Anderson Hill Rd. southwesterly approximately 6 miles.
1970	STATE HIGHWAY LAYOUT #5874 I-91, land on west line between stations 124 - 165, not required by state.
1973	STATE HIGHWAY LAYOUT #5945 I-91, land on east line of I-91 & north line of Whitney Ave., not required by state.
1975	STATE HIGHWAY LAYOUT #6169 I-91, widening on west side of Cherry St.
1975	STATE HIGHWAY LAYOUT #6067 Transfer of layout #5859 to City control.
1976	STATE HIGHWAY LAYOUT #6260 Route 5, widening near Mountain Park.
1978	STATE HIGHWAY LAYOUT #6347 I-391, location in Holyoke, Connecticut River to railroad tracks.
1980	STATE HIGHWAY LAYOUT #6362 I-391, from layout #6347 northerly .28 miles.
1981	STATE HIGHWAY LAYOUT #6523 I-91, ramp to Lower Westfield Rd.; taking on Lower Westfield Rd.
1988	STATE HIGHWAY LAYOUT #6765 North Bridge St., Canal St., to county line.
1992	STATE HIGHWAY LAYOUT #7115 I-91, discontinued portion of Whitney Ave.
1995	STATE HIGHWAY LAYOUT #7299 I-91 ramp taking at Route 141, (Easthampton Rd.)
1910	Lands taken for State Highway purposes - written document - refers to Hampden County Registry of Deeds plan book File 291.

1942

Holyoke



STATE HIGHWAY LAYOUT #3422
Route 5, Springfield St., Ingleside St. to West Springfield line

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 21 PAGE 92-94.

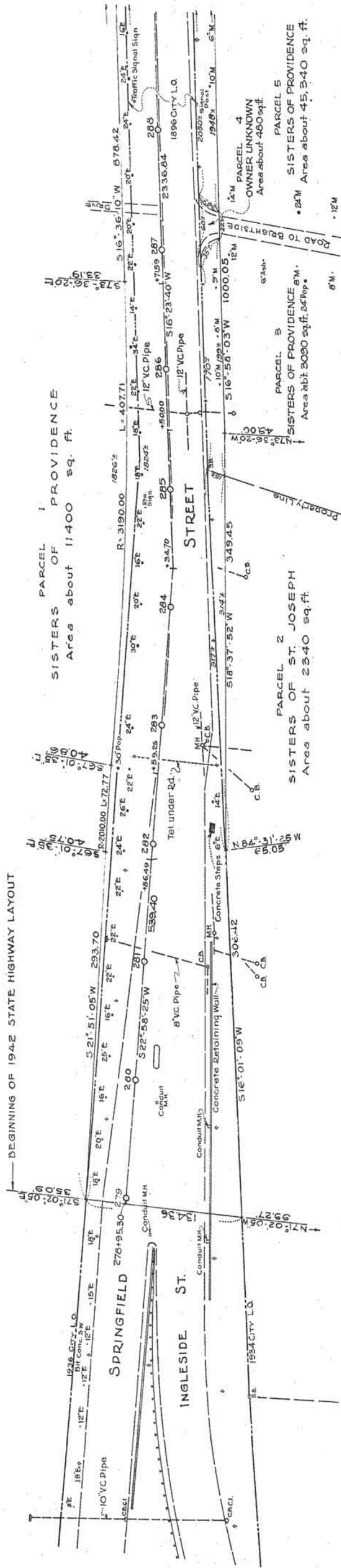
INDEXING

STATE HIGHWAY LAYOUT #3422

- Image Info** SH59001 Holyoke
- Image Info** SH59001 West Springfield
- Image Info** SH59001 Ingleside Street
- Image Info** SH59001 Route 5
- Image Info** SH59001 Springfield Street



BEGINNING OF 1942 STATE HIGHWAY LAYOUT



The Commonwealth of Massachusetts

PLAN OF ROAD
In the City of

HOLYOKE

HOA MIDDLE COUNTY

Laid out as a State Highway by the

Department of Public Works

NOVEMBER 4, 1942.

Scale: 40 feet to the inch

Chief Engineer

This is to certify that the
road shown on this plan was
laid out as a State Highway by
the Department of Public Works
on November 4, 1942 in accordance
with Chapter 81 of the Gen-
eral Laws.

Thomas J. Mansueti

Charles E. Mansueti

Department of Public Works.





The Commonwealth of Massachusetts
Department of Public Works

100 Nashua St., Boston

Holyoke

November 5, 1942.

Mr. Charles M. Calhoun,
Clerk, Hampden County Commissioners,
Court House, Springfield, Mass.

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated November 4, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a State highway a new or existing way in Holyoke, as shown on said plan, is sent you under a separate cover for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a State highway is enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Wm. A. Rely
Secretary

R-R

Reg. Mail

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---00000---

Layout No. 3422 and
Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on October 30, 1942, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a State highway about one-half mile of road in the city of HOLYOKE, county of Hampden, the layout being located on Springfield Street, so called, beginning at the junction of said Springfield Street with Ingleside Street, and extending in a southerly direction to the dividing line between the city of Holyoke and the town of West Springfield.

The section of State highway hereby laid out is more fully described as follows:-

The base line of location of the section of State highway hereby laid out is that of a survey made by the engineers of the department in January, 1933, and begins at a point in the present roadway of Springfield Street at the northerly end of its junction with Ingleside Street, said point of beginning being shown on plan as station 278+95.30, and extends thence south $22^{\circ} 53' 25''$ west 539.40 feet; thence south $16^{\circ} 23' 40''$ west 2336.84 feet to a point at the end of the layout, in the present roadway of Springfield Street at the dividing line between the city of Holyoke and the town of West Springfield, said point of ending being shown on plan as station 307+71.54.

The total length of State highway hereby laid out is 2876.24 feet.

The easterly line of location of the section of State highway hereby laid out begins at a point on the easterly location line of the 1936 city layout on Springfield Street bearing south $71^{\circ} 02' 05''$ east and 35.09 feet distant from the point of beginning of the above-described base line shown on plan as station 278+95.30, and extends thence, leaving said city location line, south $21^{\circ} 51' 05''$ west 293.70 feet to a point bearing south $67^{\circ} 01' 35''$ east and 40.75 feet distant from station 281+86.49; thence by a curve to the right of 2010.00 feet radius 72.77 feet to a point bearing south $67^{\circ} 01' 35''$ east and 40.86 feet distant from station 282+59.25; thence by a curve to the left of 3190.00 feet radius 407.71 feet to a point bearing south $73^{\circ} 36' 20''$ east and 33.19 feet distant from station 286+71.59; thence south $16^{\circ} 36' 10''$ west 878.42 feet to a point bearing south $73^{\circ} 36' 20''$ east and 30.00 feet distant from station 295+50.00; thence south $16^{\circ} 23' 40''$ west 721.80 feet to a point bearing south $73^{\circ} 36' 20''$ east and 30.00 feet distant from station 302+71.80; thence south $17^{\circ} 29' 46''$ west 260.05 feet to a point bearing south $73^{\circ} 36' 20''$ east and 25.00 feet distant from station 305+31.80; thence south $16^{\circ} 23' 40''$ west 124.69 feet to a point bearing south $69^{\circ} 17' 20''$ east and 25.07 feet distant from station 306+54.60; thence south $69^{\circ} 17' 20''$ east 35.10 feet to a point bearing south $69^{\circ} 17' 20''$ east and 60.17 feet distant from the said station 306+54.60; thence south $16^{\circ} 23' 40''$ west 55.87 feet to a point bearing south $73^{\circ} 36' 20''$ east and 60.00 feet distant from station 307+15.00; thence north $73^{\circ} 36' 20''$ west 35.00 feet to a point bearing south $73^{\circ} 36' 20''$ east and 25.00 feet distant from the said station 307+15.00; thence south $16^{\circ} 23' 40''$ west 55.65 feet to a point at the end of the layout, on the aforesaid dividing line between the city of Holyoke and the town of West Springfield, bearing south $75^{\circ} 38' 50''$ east and 25.02 feet distant from the point of ending of the abovedescribed base line shown on plan as station 307+71.54.

The westerly line of location of the section of State highway hereby laid out begins at a point on the westerly location line of the present city layout on Ingleside Street bearing north $71^{\circ} 02' 05''$ west and 99.27 feet distant from the point of beginning of the above-described base line shown on plan as station 278+95.30, and extends thence, following said city location line south $16^{\circ} 01' 09''$ west 306.42 feet to a point bearing north $84^{\circ} 51' 25''$ west and 65.05 feet distant from station 281+86.49; thence leaving said city location line and extending south $18^{\circ} 37' 52''$ west 349.45 feet to a point bearing north $73^{\circ} 36' 20''$ west and 49.00 feet distant from station 285+50.00; thence south $16^{\circ} 58' 03''$ west 1000.05 feet to a point bearing north $73^{\circ} 36' 20''$ west and 59.00 feet distant from station 295+50.00; thence south $16^{\circ} 23' 40''$ west 1133.45 feet to a point bearing north $73^{\circ} 36' 20''$ west and 59.00 feet distant from station 306+83.45; thence north $73^{\circ} 36' 20''$ west 36.00 feet to a point bearing north $73^{\circ} 36' 20''$ west and 95.00 feet distant from the said station 306+83.45; thence south $16^{\circ} 23' 40''$ west 66.00 feet to a point bearing north $73^{\circ} 36' 20''$ west and 95.00 feet dis-

tant from station 307+49.45; thence south $73^{\circ} 36' 20''$ east 36.00 feet to a point bearing north $73^{\circ} 36' 20''$ west and 59.00 feet distant from the said station 307+49.45; thence south $16^{\circ} 23' 40''$ west 24.19 feet to a point at the end of the layout on the aforesaid dividing line between the city of Holyoke and the town of West Springfield bearing north $75^{\circ} 38' 50''$ west and 59.04 feet distant from the point of ending of the above-described base line shown on plan as station 307+71.54.

The northerly end of the section of State highway hereby laid out is described as a straight line, bearing south $71^{\circ} 02' 05''$ east, 134.36 feet in length, extending between the points of beginning of the above-described westerly and easterly location lines.

The southerly end of the section of State highway hereby laid out is defined by that portion of the aforesaid dividing line between the city of Holyoke and the town of West Springfield, bearing south $75^{\circ} 38' 50''$ east, 84.06 feet in length, extending between the points of ending of the above-described westerly and easterly location lines.

The side lines of location of the section of State highway hereby laid out are further defined by bounds set at angle points and points of signature, and at the beginning and end of the layout, with an intermediate bound on the westerly side of the road opposite station 302+71.80.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees located thereon, situated in the city of Holyoke, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity, and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the city of Holyoke which are included in the foregoing description.

The State highway hereby laid out and the aforesaid takings are shown on a plan drawn by R. W. Coburn, Chief Engineer, signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the city of Holyoke Hampden County Laid out as a State Highway by the Department of Public Works November 4, 1942. Scale: 40 feet to the inch", an attested copy of which is to be

recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area Square Feet</u>	<u>Award</u>
1	Sisters of Providence	11,400	\$1.00
2	Sisters of St. Joseph	2,340	1.00
3	Sisters of Providence	3,090	1.00
4	Owner unknown	480	1.00
5	Sisters of Providence	45,340	1.00
6	Joseph J. and Florina L. Brunelle	280	1.00
7	Felix Guilmette	225	1.00
8	Hadley Falls Trust Company	225	1.00
9	Eugenie C. and Lillian D. Chaloux	250	1.00
10	Lionel Douillard	250	1.00
11	Hadley Falls Trust Company	250	1.00
12	Anthony and Kunegunda Tereshko	750	1.00
13	William J. Dion	500	1.00
14	Henry and Clara Kruger	225	1.00
15	John J. Mulcahy	170	1.00
16	Holyoke Savings Bank	205	1.00
17	Lea Daudelin	35	1.00
18	Ernest and Clara Chagnon	570	1.00
19	Stephen J. Hartnett	1,435	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners of land taken as aforesaid are hereby required to remove their fences, buildings and other obstructions (not including trees) from the lands so taken before the fifth day of December, 1942.

It is therefore

Voted, That said new or existing way, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the city in which said way is located, certified copies of said plan and certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this fourth day of November, 1942.

Herman A. MacDonald

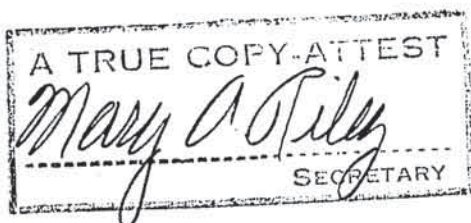
George W. Schryver

Charles E. Furnans

) Department

) of

) Public Works



1956

Holyoke



STATE HIGHWAY LAYOUT #4439
Route 5, Springfield St., relocation over Tannery Brook

INDEXING

STATE HIGHWAY LAYOUT #4439

- Image Info SH59002 Holyoke
- Image Info SH59002 Route 5
- Image Info SH59002 Springfield Street
- Image Info SH59002 Tannery Brook



of the General Laws.
Edward
Fred B. Cole
James J. Fish
Department of Public Works

Loyour No. 4439

Mary E. McNeill SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Holyoke

April 17, 1956.

Mr. Edward G. Shea,

Clerk, Hampden County Commissioners,

Court House, Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of April ¹⁰~~17~~, 1956, alter the location of a section of State highway laid out in Holyoke in the year 1942.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May E. McManus
Secretary.

~~REGISTERED MAIL~~

R



The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS

Layout No. 4439
and Order of Taking

WHEREAS, the Department of Public Works,
acting on behalf of the Commonwealth of Massachusetts, did, under date of
November 4, 1942,
lay out and take charge of as a State highway a road in the city of HOLYOKE,
county of Hampden, leading from
to --- and being known as
Springfield Street (Route 5),
as shown on the plans of said State highway on file in the office of the Department of Public
Works, copies of which plans have been filed in the office of the County Commissioners of said
County of Hampden, at Springfield, and in the office of the
City Clerk of said City of Holyoke; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said
State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,
as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-
tion thereto, the Department of Public Works adjudges that public necessity and convenience
require that the Commonwealth should alter the location of said State highway, and should
lay out and take charge of said State highway as altered, as hereinafter described.

The alteration is located on Springfield Street, so called (Route 5), at Tannery Brook about 80 feet northerly of the dividing line between the city of Holyoke and the town of West Springfield, and consists of widening a portion of the State highway location laid out on November 4, 1942, on the easterly side thereof, being more fully described as follows:

The base line used for the alteration is that of the aforesaid 1942 State highway layout.

The easterly location line of the State highway hereby altered and laid out begins at a point on the easterly location line of the aforesaid 1942 State highway layout bearing south $69^{\circ} 17' 20''$ east and 60.17 feet distant from station 306+54.60 of said base line, and extends thence, leaving said 1942 location line, south $69^{\circ} 17' 20''$ east 13.04 feet to a point bearing south $69^{\circ} 17' 20''$ east and 73.21 feet distant from said station 306+54.60; thence south $16^{\circ} 23' 40''$ west 54.89 feet to a point bearing south $73^{\circ} 36' 20''$ east and 73.00 feet distant from station 307+15.00 of said base line; thence north $73^{\circ} 36' 20''$ west 13.00 feet to a point at the end of the alteration, again on the easterly location line of the aforesaid 1942 State highway layout, bearing south $73^{\circ} 36' 20''$ east and 60.00 feet distant from said station 307+15.00.

The easterly location line of the State highway hereby altered and laid out is further defined by bounds to be set thereon at angle points and at the points of beginning and ending of the alteration.

Easements are hereby taken in two parcels of land hereinafter described as Parcels C-1 and C-2. Said easements are necessary in connection with the construction and/or reconstruction of the bridge over Tannery Brook, and consist of the right to enter upon said land at any time to widen and/or deepen a portion of the channel of said brook for the purpose of constructing, improving and maintaining a portion of the new or existing channel of said brook.

Parcel C-1. A parcel of land supposed to be owned by ERNEST AND CLARA CHAGNON, located on the easterly side of the State highway location hereinbefore described and to the north of Tannery Brook, bounded as follows: westerly by the State highway/about 14 feet; northerly and easterly by remaining land of said Chagnon about 50 feet and about 14 feet respectively; and southerly by land now or formerly of Stephen J. Hartnett about 50 feet, containing about 700 square feet.

Parcel C-2. A parcel of land supposed to be owned by STEPHEN J. HARTNETT, located on the easterly side of the State highway location hereinbefore described and at Tannery Brook, bounded as follows: westerly by the State highway location hereinbefore described about 41 feet; northerly by land now or formerly of Ernest and Clara Chagnon about 50 feet; and easterly and southerly by remaining land of said Hartnett about 26 feet and about 52 feet respectively, containing about 1,675 square feet.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the city of Holyoke, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity, and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the city of Holyoke, which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by H. G. Gray, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke Hampden County, Altered and laid out as a State Highway by the Department of Public Works April 10, 1956. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

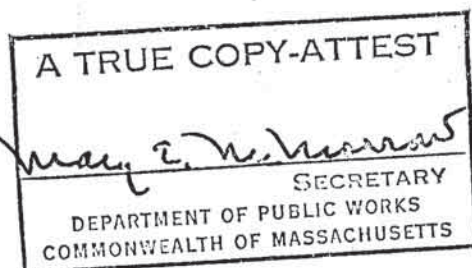
<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	Ernest and Clara Chagnon	190 sq. ft.	\$1.00
2	Stephen J. Hartnett	530 sq. ft.	1.00
C-1	Ernest and Clara Chagnon	700 sq. ft.	1.00
C-2	Stephen J. Hartnett	1,675 sq. ft.	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the City in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this tenth day of April, 1956.



John A. Volpe

Fred B. Dole

Lewis J. Fritz

Department

of

Public Works

Springfield Street
(Route 5)
Holyoke

Filed - April 26, 1956

1956

Holyoke



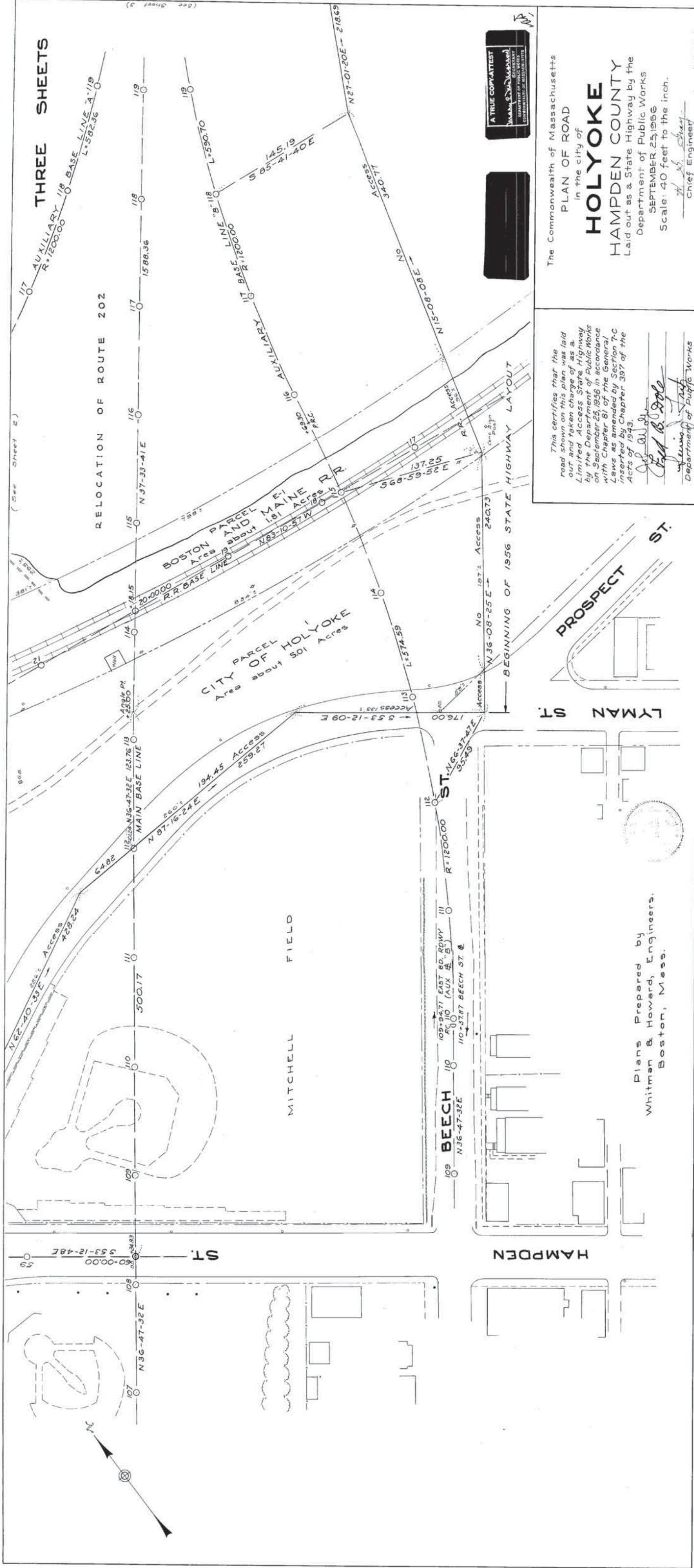
STATE HIGHWAY LAYOUT #4484
Route 202, Hampden St. to South Hadley line

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 58 PAGE 50-54.

INDEXING

STATE HIGHWAY LAYOUT #4484

- Image Info** SH59003 Holyoke
- Image Info** SH59003 South Hadley line
- Image Info** SH59003 Hampden Street
- Image Info** SH59003 Route 202



THREE SHEETS

RELOCATION OF ROUTE 202

PARCEL OF HOLYOKE
Area about 501 Acres

PARCEL MAINE RR
Area about 181 Acres

MITCHELL FIELD

HAMPDEN

LYMAN ST.

PROSPECT ST.

BEECH ST.

BEGINNING OF 1956 STATE HIGHWAY LAYOUT

This certifies that the road shown on this plan was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on September 25, 1956 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943.

Plans Prepared by
Whitman & Howard, Engineers.
Boston, Mass.

The Commonwealth of Massachusetts
PLAN OF ROAD
in the city of

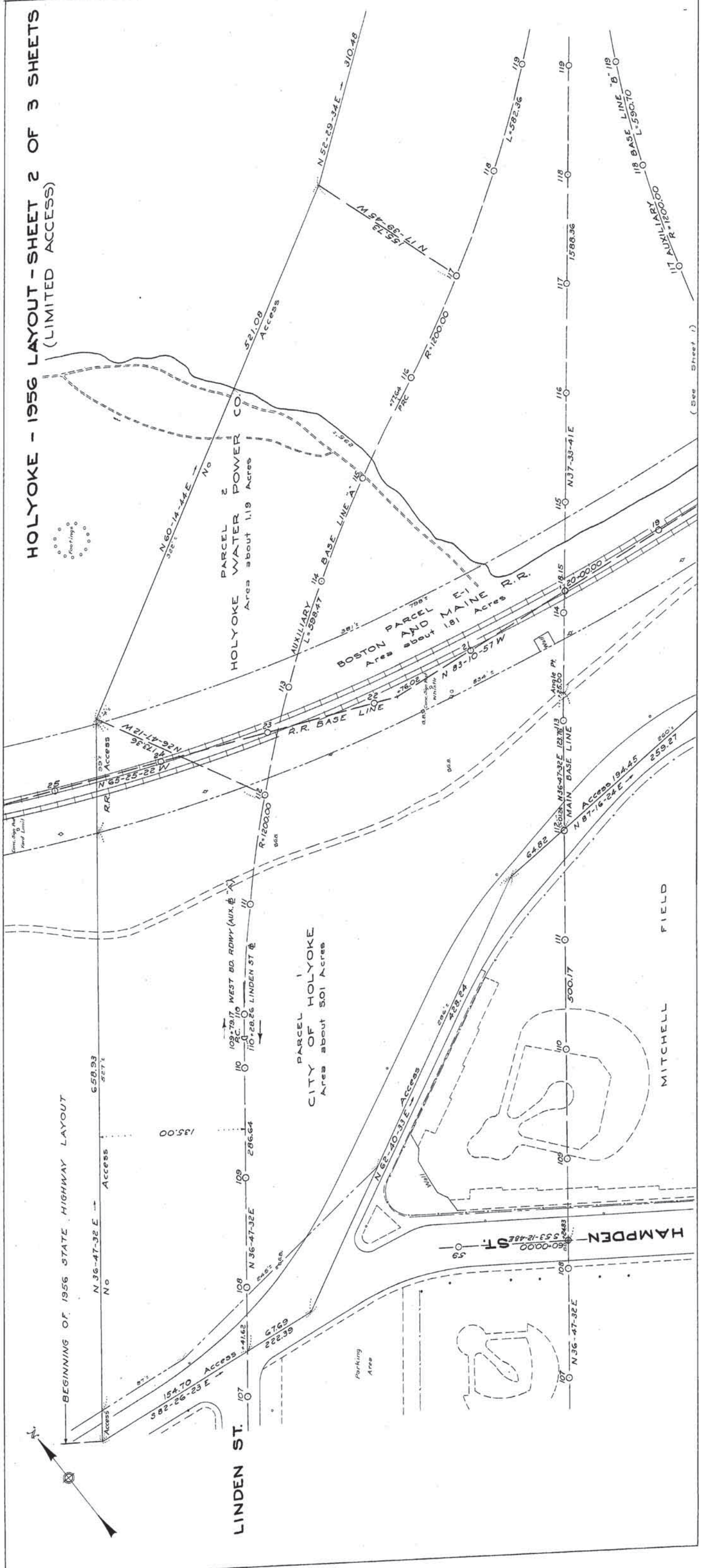
HOLYOKE
HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
SEPTEMBER 25, 1956
Scale: 40 feet to the inch.

Chief Engineer
Department of Public Works

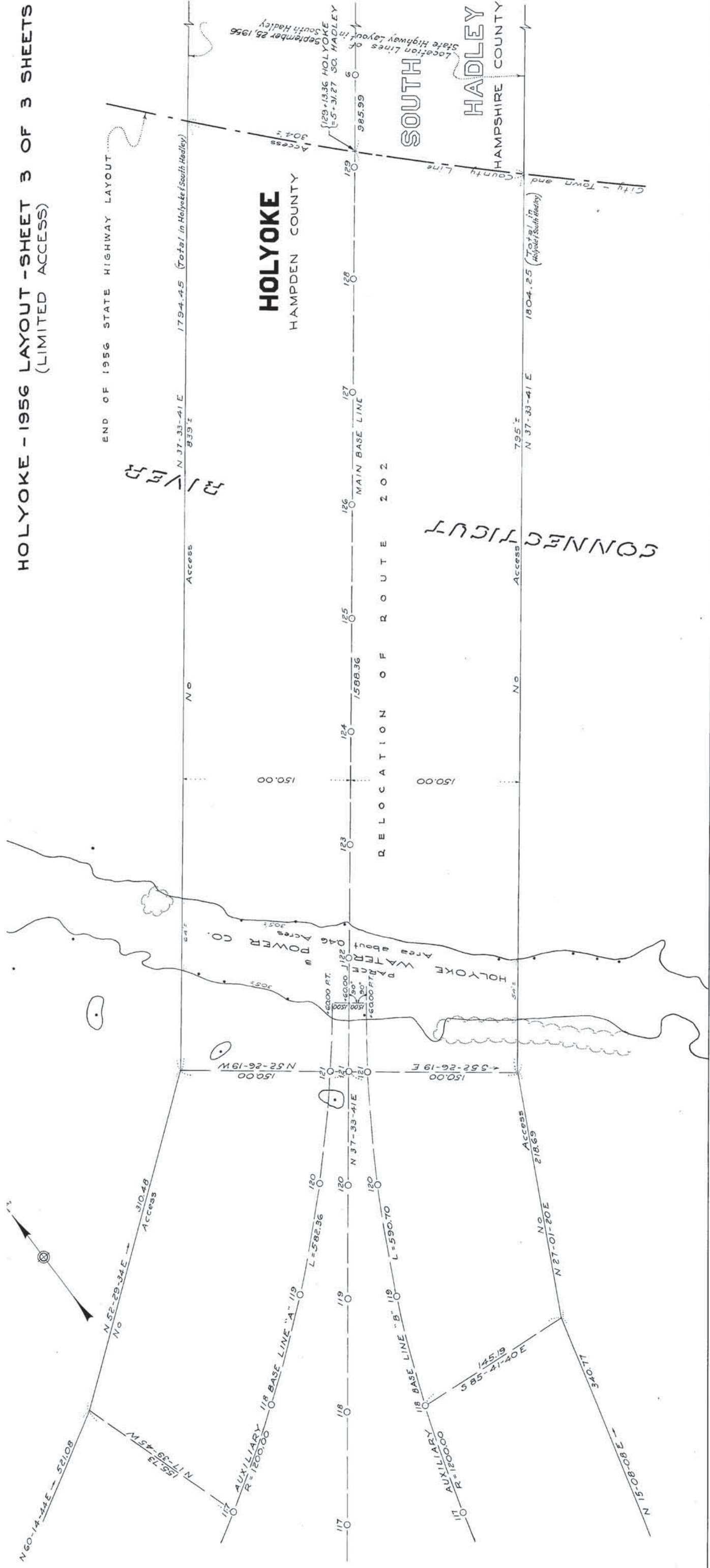
Layout No. 4484



HOLYOKE - 1956 LAYOUT - SHEET 2 OF 3 SHEETS
(LIMITED ACCESS)



HOLYOKE - 1956 LAYOUT - SHEET 3 OF 3 SHEETS
(LIMITED ACCESS)



(See Sheet 2)

(1 1024C 22C)

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

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Layout No. 4484
and Order of Taking.

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on September 5, 1956, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a limited access State Highway a road in the city of Holyoke, county of Hampden. The layout consists of establishing a new State Highway location, with limited access provisions for a portion of a relocation of Route 202, beginning at Hampden Street at the junction therewith of Linden Street, and extending northeasterly about 2170 feet to the dividing line between the city of Holyoke (Hampden County) and the town of South Hadley (Hampshire County), in the Connecticut River.

A portion of the State Highway is across a railroad previously constructed, the layout being made after notice to the Boston & Maine Railroad and a hearing of all parties interested, in accordance with the provisions of Section 104, Chapter 160 of the General Laws, as appearing in the Tercentenary Edition thereof, as amended by Chapter 176 of the Acts of 1933.

The length of the State Highway hereby laid out is about 1900 feet.

The main base line for the layout is that of a survey made by engineers of the Department in 1955 and 1956, and begins at a point in the existing roadway of Hampden Street about 330 feet southeasterly of Linden Street shown on plan as station 108+24.83; and extends thence north $36^{\circ} 47' 32''$ east 500.17 feet; thence north $37^{\circ} 33' 41''$ east 1588.36 feet to a point in the Connecticut River at the end of the layout on the dividing line between the City of Holyoke and the Town of South Hadley, shown on the plan as station 129+13.35.

An auxiliary base line "A" begins at a point in the existing roadway of Hampden Street at the junction of Linden Street therewith, shown on the plan as station 107+41.62, and extends thence north $36^{\circ} 47' 32''$ east 286.64 feet to a point shown on plan as station 110+28.26 for the line back and as station 109+79.17 for the line ahead; thence by a curve to the right of

1200.00 feet radius, 598.47 feet; thence by a curve to the left of 1200.00 feet radius, 582.36 feet to a point at the end of said auxiliary base line "A", shown on plan as station 121+60.00, said point bearing north $52^{\circ} 26' 19''$ west and being 15.00 feet distant from station 121+60.00 of the main base line hereinbefore described.

An auxiliary base line "B" begins at a point in the existing roadway of Beech Street, shown on plan as station 109+94.71, and extends thence northerly as shown on plan by a curve to the left of 1200.00 feet radius, 574.59 feet; thence by a curve to the right of 1200.00 feet radius, 590.70 feet to a point at the end of said auxiliary base line "B", shown on plan as station 121+60.00, said point bearing south $52^{\circ} 26' 19''$ east and being 15.00 feet distant from station 121+60.00 of the main base line hereinbefore described.

The northwesterly line of location of the State Highway hereby laid out begins at a point bearing north $82^{\circ} 26' 23''$ west and 154.70 feet distant from the point of beginning of auxiliary base line "A" hereinbefore described, shown on plan as station 107+41.62; and extends thence north $36^{\circ} 47' 32''$ east 658.93 feet to a point bearing north $26^{\circ} 47' 12''$ west and 173.36 feet distant from station 112 of said auxiliary base line "A"; thence north $60^{\circ} 14' 44''$ east 521.08 feet to a point bearing north $17^{\circ} 39' 45''$ west and 155.73 feet distant from station 117 of said auxiliary base line "A"; thence north $52^{\circ} 29' 34''$ east 310.48 feet to a point bearing north $52^{\circ} 26' 19''$ west and 150.00 feet distant from station 121 of the main base line hereinbefore described; thence northeasterly parallel to said main base line and 150.00 feet distant northwesterly therefrom, to a point at the end of the layout in the Connecticut River on the dividing line between the City of Holyoke and the Town of South Hadley, said point marking the southwesterly end of the northwesterly location line of the State Highway layout in said Town of South Hadley of even date with this instrument.

The southeasterly line of location of the State Highway hereby laid out begins at a point bearing north $66^{\circ} 37' 47''$ east and 95.49 feet distant from station 112 of auxiliary base line "B" hereinbefore described; and extends thence north $36^{\circ} 08' 25''$ east 240.73 feet to a point bearing south $68^{\circ} 59' 52''$ east and 137.25 feet distant from station 115 of said auxiliary base line "B"; thence north $15^{\circ} 08' 08''$ east 340.77 feet to a point bearing south $85^{\circ} 41' 40''$ east and 145.19 feet distant from station 118 of said auxiliary base line "B"; thence north $27^{\circ} 01' 20''$ east 218.69 feet to a point bearing south $52^{\circ} 26' 19''$ east and 150.00 feet distant from station 121 of the main base line hereinbefore described; thence northeasterly parallel to said main base line and 150.00 feet distant southeasterly therefrom, to a point at the end of the layout in the Connecticut River on the dividing line between the City of Holyoke and the Town of South Hadley, said point marking the southwesterly end of the southeasterly location line of the State Highway layout in said Town of South Hadley of even date with this instrument.

The southwesterly end of the State Highway hereby laid out is defined by a line, beginning at the point of beginning of the northwesterly location line thereof, bearing north $82^{\circ} 26' 23''$ west and 154.70 feet distant from the point of beginning of auxiliary base line "A" hereinbefore described, shown on plan as station 107+41.62, and extending thence south $82^{\circ} 26' 23''$ east, 222.39 feet to a point bearing south $82^{\circ} 26' 23''$ east and 67.69 feet distant from said station 107+41.62; thence north $62^{\circ} 40' 33''$ east, 428.24 feet to a point bearing south $87^{\circ} 16' 24''$ west and 64.82 feet distant from station 112+01.24 of the main base line hereinbefore described; thence north $87^{\circ} 16' 24''$ east, 259.27 feet to a point bearing north $87^{\circ} 16' 24''$ east and 194.45 feet distant from said station 112+01.24; thence south $53^{\circ} 12' 09''$ east, 176.00 feet to the point of ending of said southwesterly end of the State Highway hereby laid out, said point marking the point of beginning of the southeasterly line of location thereof and bearing north $66^{\circ} 37' 47''$ east and being 95.49 feet distant from station 112 of auxiliary base line "B" hereinbefore described.

The right of access to and egress from the State Highway location is limited, being permitted across the location lines thereof hereinbefore described only as follows:

1. Free access to and egress from said location is allowed:
 - (a) Across the line defining the southwesterly end thereof.
 - (b) At Hampden Street, between the point of beginning of the northwesterly location line hereinbefore described, and a point thereon at the intersection therewith of the northerly street line of said street.
 - (c) At Lyman and Prospect Streets, between the point of beginning of the southeasterly location line hereinbefore described and a point thereon at the intersection therewith of the northerly street line of said Prospect Street.
2. Access to and egress from said location is allowed the Boston and Maine Railroad its successors and/or assigns across the northwesterly and southeasterly location lines hereinbefore described for the purpose of operating and maintaining railroad facilities, but only between points on said location lines within the limits of the existing location of said railroad.
3. Access to and egress from the State Highway location is allowed the owners of public utility structures crossing the location lines for the purpose of patrolling and maintaining said structures, but only at the minimum widths necessary to effect said purposes.

4. Nothing in the foregoing description shall be construed as limiting the normal use of the waters of the Connecticut River.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 403 of the Acts of 1954, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon situated in the city of Holyoke, county of Hampden, all of said land being taken in fee simple, with the exception of Parcel E-1 in which an easement for highway purposes is taken, the supposed owners of Parcels 1 to 3 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the city of Holyoke which are included in the foregoing description, also excepting any rights of flowage existing at the date of this taking to the extent that the land included within the State Highway location hereby established may be flowed to the elevation established by said existing rights wherever said land is not occupied by embankment or structures necessary for State Highway purposes, and further excepting from the rights herein taken the right of the Holyoke Water Power Company to construct, maintain and use facilities for the transmission of electric power within said State Highway location in the portions thereof owned by said Holyoke Water Power Company at the date of this taking, said facilities to be constructed and maintained in such manner as will not, in the opinion of this Department, interfere with the use of said State Highway.

The State Highway hereby laid out and the aforesaid takings are shown on a plan signed by H. G. Gray, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke Hampden County Laid out as a State Highway by the Department of Public Works September 25, 1956. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

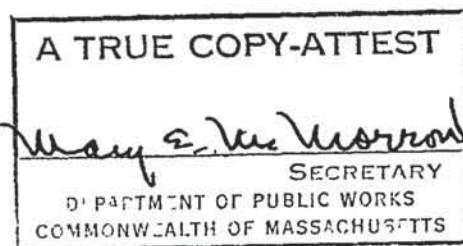
<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	City of Holyoke	5.01 acres	\$1.00
2	Holyoke Water Power Company	1.19 acres	1.00
3	Holyoke Water Power Company	0.46 acres	1.00
E-1	Boston & Maine Railroad	1.81 acres	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted, That said new or existing way, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twenty-fifth day of September, 1956.



John A. Volpe	}	Department
Fred B. Dole		of
Lewis J. Fritz		Public Works

1958

Holyoke



STATE HIGHWAY LAYOUT #4636
Location of Hampden, Lyman, Beech & Prospect Sts.
(See layout #4484)

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 66 PAGE 62.

INDEXING

STATE HIGHWAY LAYOUT #4636

- Image Info SH59004 Holyoke
- Image Info SH59004 Beech Street
- Image Info SH59004 Hampden Street
- Image Info SH59004 Lyman Street
- Image Info SH59004 Prospect Street



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

May 27, 1958

Holyoke

Mr. Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

The Department of Public Works did, under date of May 20, 1958, lay out in behalf of the City of Holyoke a section of highway in Holyoke.

A plan thereof and a certificate that said Department of Public Works has laid out said section of highway in accordance with said plan, are sent you herewith for filing in your office according to the law. At attested copy of the adjudication and vote of the Commissioners relative to the laying out of said section of highway in accordance with said plan is also enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

Mary E. Hammond
Secretary

H/mb

Enclosures

*Rec'd
and filed
June 13, 1958*

Widening and/or re-establishing
portions of existing locations
of Hampden, Beech, Lyman and
Prospect Streets, Holyoke.

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Layout No. 4636

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, does hereby lay out, in behalf of the City of Holyoke, a section of highway in the City of Holyoke, County of Hampden, under the provisions of Chapter 448 of the Acts of 1948, said layout being necessary in connection with construction of the limited access State highway (Relocation of Route 202) in the location laid out on September 25, 1956 (Layout No. 4484), being described as follows:

The main base line, shown on the plan hereinafter referred to, is a portion of the main base line of location of the aforesaid September 25, 1956 State highway layout.

Auxiliary base line "A", shown on said plan, is a portion of auxiliary base line "A" of said 1956 layout.

An auxiliary base line "B" begins at a point in the existing roadway at the intersection of Hampden and Beech Streets, shown on plan as Station 108+24.88, said point being identical with the point of ending of auxiliary base line "C" hereinafter described, shown on plan as Station 62+96.02, and extends thence north $36^{\circ} 47' 32''$ east 212.98 feet to a point shown on plan as Station 110+37.86 for the line back and as Station 109+94.69 for the line ahead; thence by a curve to the left of 1200.00 feet radius 305.31 feet to the point of ending thereof shown on plan as Station 113.

An auxiliary base line "C", on Hampden Street begins at a point about 200 feet westerly of the junction of Linden Street with said Hampden Street, said point being shown on plan as Station 54+18.31, and extends thence, in part following the line defining the southwesterly end of the aforesaid September 25, 1956 State highway layout, south $82^{\circ} 26' 23''$ east 434.30 feet; thence south $53^{\circ} 12' 48''$ east 443.41 feet to the point of ending thereof shown on plan as Station 62+96.02.

(Note: Station 56+82.31 of auxiliary base line "C" is identical with the point of beginning of the aforesaid 1956 auxiliary base line "A", shown on plan as Station 107+41.62, and Station 60 of auxiliary base line "C" is identical with the point of beginning of the aforesaid 1956 main base line, shown on plan as Station 108+24.83).

An auxiliary base line "D" begins at a point in the existing roadway of Hampden Street, shown on plan as station 0, said point being identical with the point of beginning of auxiliary base line "C", hereinbefore described shown on plan as station 54+18.31, and extends thence north $2^{\circ} 05' 26''$ west 118.16 feet; thence north $28^{\circ} 08' 57''$ east 481.84 feet to the point of ending thereof, shown on plan as station 6, said point being within the location of an existing right of way of the Holyoke Water Power Company.

The section of highway hereby laid out in behalf of the city of Holyoke consists of widening and/or reestablishing portions of the existing locations of Hampden, Beech, Lyman and Prospect Streets adjacent to the aforesaid State highway location, being more fully described as follows:

The northeasterly-northwesterly location line of the section of highway hereby laid out in behalf of the city of Holyoke begins at a point on the line defining the southwesterly end of the aforesaid September 25, 1956 State highway layout, said point bearing north $62^{\circ} 40' 33''$ east and being 111.95 feet distant from station 57+50.00 of auxiliary base line "C" hereinbefore described, and extends thence, leaving said State highway location line, southeasterly, as shown on plan, by a curve to the left of 174.00 feet radius 91.74 feet to a point bearing north $36^{\circ} 47' 12''$ east and 27.00 feet distant from station 58+99.48 of said auxiliary base line "C"; thence south $53^{\circ} 12' 48''$ east 170.53 feet to a point bearing north $36^{\circ} 47' 12''$ east and 27.00 feet distant from station 60+70.01 of said auxiliary base line "C"; thence by a curve to the left of 194.00 feet radius 304.72 feet to a point on the existing northwesterly street line of Beech Street bearing north $53^{\circ} 12' 28''$ west and 31.97 feet distant from the northeasternmost station 110+02.69 of auxiliary base line "B" hereinbefore described; thence following said street line north $36^{\circ} 47' 32''$ east 96.60 feet to a point bearing north $58^{\circ} 19' 31''$ west and 27.35 feet distant from station 111+01.87 of said auxiliary base line "B"; thence, leaving said street line, by a curve to the left of 744.00 feet radius 184.47 feet to a point at the end of the section, again on the line defining the southwesterly end of said 1956 State highway layout, said point bearing north $53^{\circ} 12' 09''$ west and being 84.73 feet distant from a point marking the southwesterly end of the southeasterly location line of said 1956 State highway layout.

The southwesterly-southeasterly location line of the section of highway hereby laid out in behalf of the city of Holyoke begins at a point marking the junction of the existing southeasterly street line of Linden Street and the existing southwesterly street line of Hampden Street said point bearing south $7^{\circ} 33' 37''$ west and being 25.16 feet distant from station 57+02.60 of auxiliary base line "C" hereinbefore described, and extends thence, following said street line of Hampden Street, south $82^{\circ} 07' 49''$ east 134.84 feet to a

point bearing south $37^{\circ} 54' 48''$ west and 30.00 feet distant from station 58+52.61 of said auxiliary base line "C"; thence south $53^{\circ} 12' 48''$ east 414.00 feet to a point marking the junction of said street line of Hampden Street and the existing northwesterly street line of Beech Street, said point bearing south $81^{\circ} 47' 21''$ west and being 42.43 feet distant from the point of beginning of auxiliary base line "B" hereinbefore described, shown on plan as station 108+24.88; then beginning again at a point marking the junction of the existing northeasterly street line of Hampden Street and the existing southeasterly street line of Beech Street, said point bearing north $81^{\circ} 47' 21''$ east and being 42.42 feet distant from said station 108+24.88, and extending thence, following said street line of Beech Street, north $36^{\circ} 47' 32''$ east 440.11 feet to a point marking the junction therewith of the existing southwesterly street line of Lyman Street, said point bearing south $53^{\circ} 12' 09''$ east and being 57.88 feet distant from station 112+53.85 of said auxiliary base line "B"; thence following said street line of Lyman Street south $53^{\circ} 12' 09''$ east 97.56 feet to a point bearing south $53^{\circ} 12' 09''$ east and 155.44 feet distant from said station 112+53.85; thence leaving said street line and in part crossing said street north $36^{\circ} 47' 51''$ east 75.00 feet; thence in part crossing Prospect Street north $7^{\circ} 25' 52''$ west 70.00 feet; thence north $53^{\circ} 51' 35''$ west 49.84 feet to a point at the end of the section, on the southeasterly location line of the aforesaid September 25, 1956 State highway layout; said point bearing north $36^{\circ} 08' 25''$ east and being 94.61 feet distant from a point marking the southwesterly end of said 1956 State highway location line.

The location lines of the section of highway laid out in behalf of the city of Holyoke as hereinbefore described are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof.

The limited access provisions of the aforesaid September 25, 1956 State highway layout are hereby voided, insofar as applicable to that portion of the southeasterly location line thereof extending between a point thereon marking the junction therewith of the existing northerly street line of Prospect Street and a point thereon marking the point of ending of the southwesterly-southeasterly location line of the section of City highway laid out as hereinbefore described, and free access to and egress from said State highway location is hereby allowed across said State highway location line between said points.

Also in connection with the construction of the State highway herein referred to it is necessary to take an easement in the parcel of land hereinafter described as Parcel 1-C(R). Said easement is hereby taken under the provisions of Chapter 448 of the Acts of 1948 in behalf of either owners of land or those having rights therein, supposed to be the Holyoke Water Power Company, whose means of access thereto and egress therefrom would otherwise become inoperative due to the construction of said State highway, and consists of the right to enter upon said land at any time and to construct thereon and to maintain and use a roadway and necessary public utilities.

Parcel 1-C(R). A strip of land 50 feet in width, supposed to be owned by the city of Holyoke, extending from the northerly side of Hampden Street, about 200 feet westerly of the junction of Linden Street therewith, northerly about 525 feet to the southwesterly side of an existing right of way of the Holyoke Water Power Company, bounded by lines described as follows:

Westerly by a line beginning at a point on the existing northerly street line of Hampden Street bearing north $82^{\circ} 26' 56''$ west and 25.36 feet distant from station 0+25.43 of auxiliary base line "D" hereinbefore described, and extending thence, leaving said street line, northerly, parallel to said auxiliary base line "D" and 25.00 feet distant westerly therefrom, to the point of ending thereof, on the line defining the southwesterly boundary of the aforesaid right of way of the Holyoke Water Power Company, said point bearing south $55^{\circ} 57' 41''$ west and being 53.59 feet distant from the point of ending of said auxiliary base line "D", shown on plan as station 6;

Easterly by a line beginning at a point on the existing northerly street line of Hampden Street bearing south $82^{\circ} 26' 56''$ east and 25.36 feet distant from station 0+25.43 of the aforesaid auxiliary base line "D", and extending thence, leaving said street line, northerly, parallel to said auxiliary base line "D" and 25.00 feet distant therefrom, to the point of ending thereof, on the line defining the southwesterly boundary of the aforesaid right of way of the Holyoke Water Power Company, said point bearing south $2^{\circ} 34' 42''$ west and being 57.93 feet distant from the point of ending of said auxiliary base line "D", shown on plan as station 6;

Southerly by that portion of the existing northerly street line of Hampden Street bearing south $82^{\circ} 26' 56''$ east and 50.72 feet in length extending between the points of beginning of the westerly and easterly boundary lines above described; and

Northeasterly by that portion of the line defining the southwesterly boundary of the aforesaid right of way of the Holyoke Water Power Company, of 1683.70 feet radius and 50.24 feet in length, extending between the points of ending of the westerly and easterly boundary lines above described;

Containing about 0.60 acres.

The section of City highway hereby laid out and the areas of land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described (Parcels 2-C to 6-C inclusive, all of said parcels being owned by the City of Holyoke) are shown on a plan signed by E. J. McCarthy, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the city of Holyoke Hampden County Laid out as a Highway by the Department of Public Works May 20, 1958 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by said city of Holyoke in its property by reason of the aforesaid taking of Parcel 1-C(R) an award of \$1.00 is made.

It is therefore

Voted, That the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the city in which said section of City way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out said section of City way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twentieth day of May, 1958.

_____ A. N. DiNatale _____) Department of Public Works
_____ Fred B. Dole _____	

A TRUE COPY-ATTEST

Mary E. McKeown

SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

1959

Holyoke



STATE HIGHWAY LAYOUT #4788
Route 5, Springfield St., Ingleside St. to West Springfield line

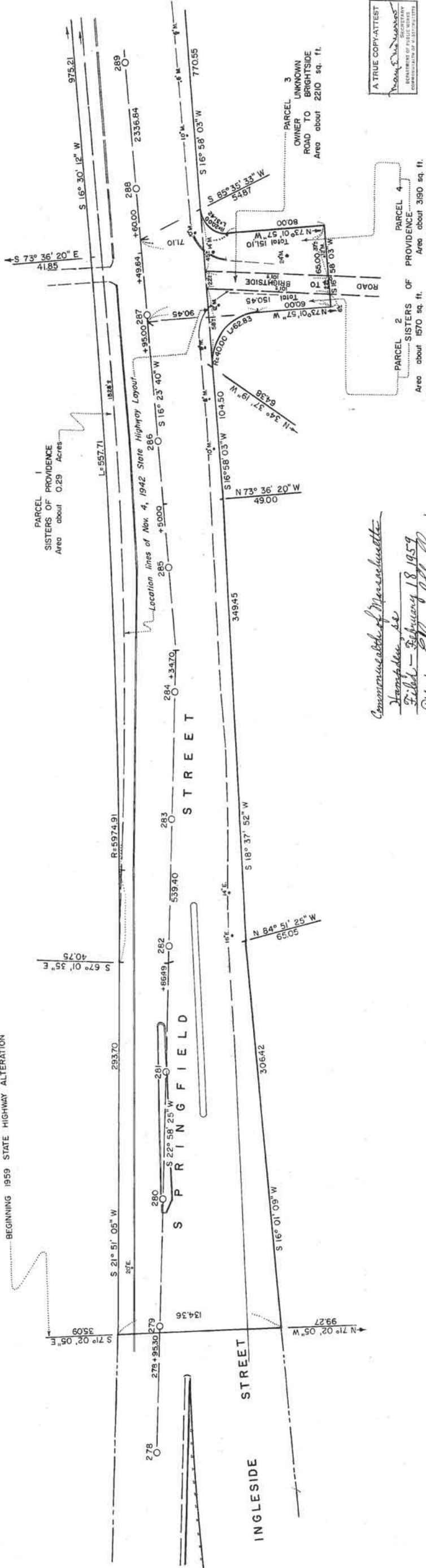
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 70 PAGE 44-48.

INDEXING

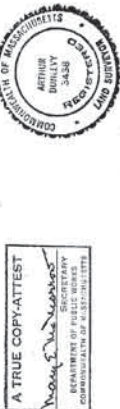
STATE HIGHWAY LAYOUT #4788

- Image Info** SH59005 Holyoke
- Image Info** SH59005 West Springfield
- Image Info** SH59005 Ingleside Street
- Image Info** SH59005 Route 5
- Image Info** SH59005 Springfield Street

BEGINNING 1959 STATE HIGHWAY ALTERATION

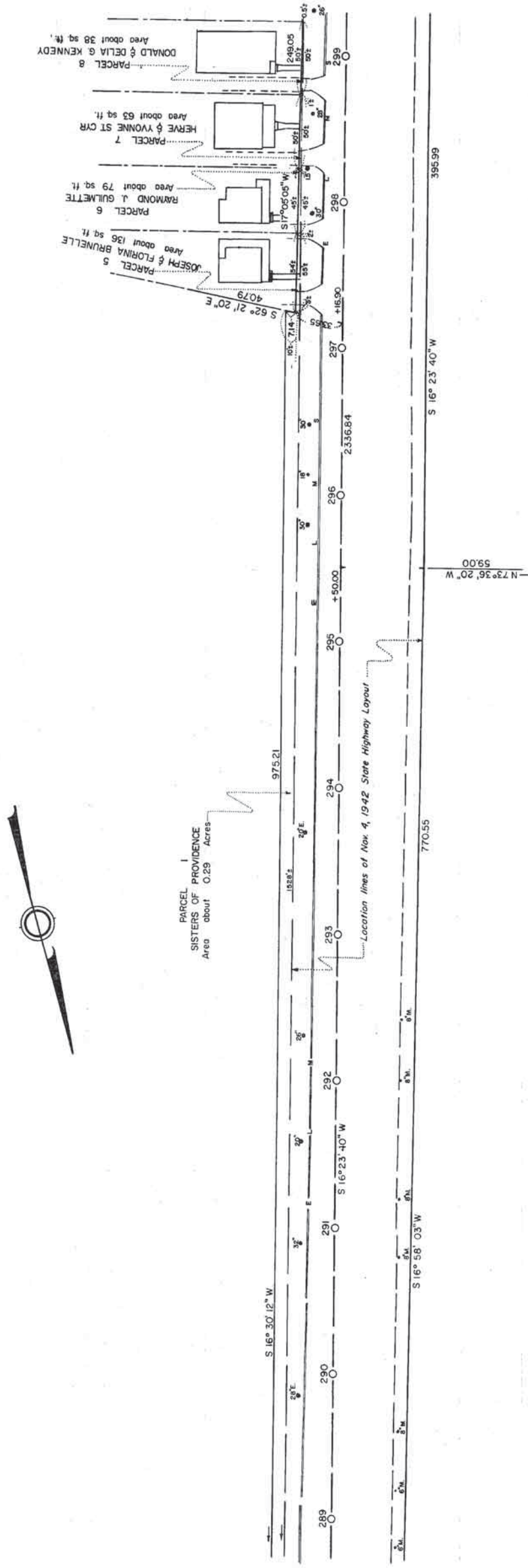


Commonwealth of Massachusetts
Hampden County
Filed - February 18 1959
Attest Edward C. Shea
Clerk.



The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
HOLYOKE
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
JANUARY 27, 1959
Scale: 40 feet to the inch
C. J. McCallister
Chief Engineer

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a State Highway by the Department of Public Works on January 27, 1959 in accordance with Chapter 81 of the General Laws.
Fred B. Dole
Department of Public Works

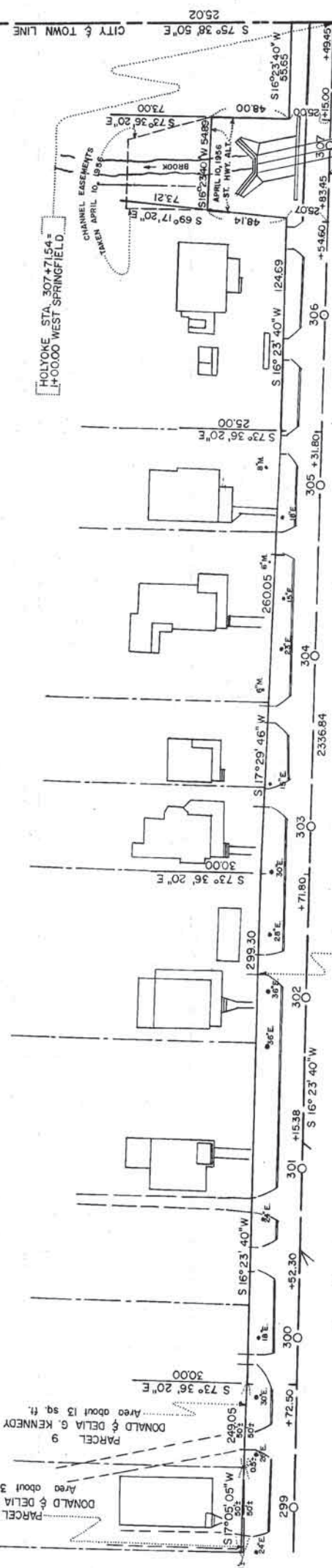




HOLYOKE

PARCEL 8
DONALD & DELIA G. KENNEDY
Area about 38 sq. ft.

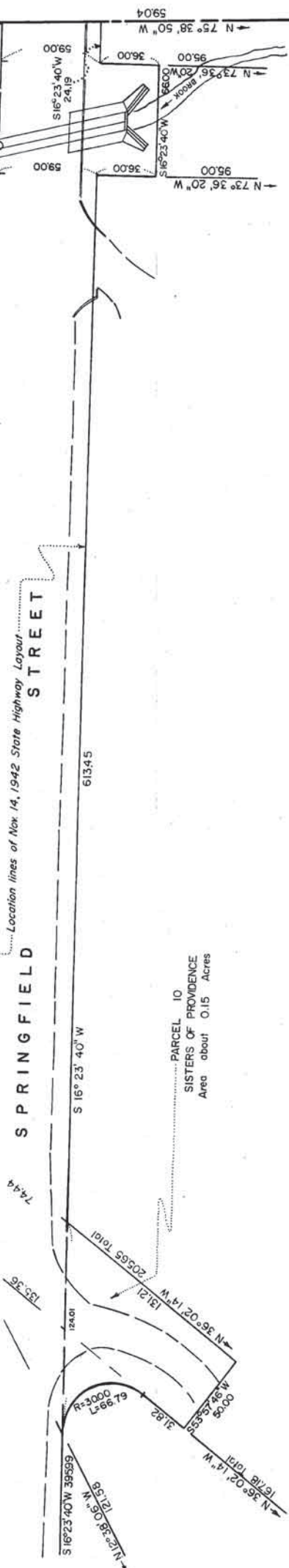
PARCEL 9
DONALD & DELIA G. KENNEDY
Area about 13 sq. ft.



SPRINGFIELD STREET

Location lines of Nov. 14, 1942 State Highway Layout

PARCEL 10
SISTERS OF PROVIDENCE
Area about 0.15 Acres



WEST SPRINGFIELD

Springfield Street
Holyoke
Feb. 18, 1959



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Holyoke
Layout No. 4788

February 5, 1959.

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of January 27, 1959, alter the location of a section of State highway laid out in Holyoke in the years 1942 and 1956.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May E. McMorris

Secretary.

~~Registered Mail~~

Enclosures

*Springfield Street
Holyoke*



The Commonwealth of Massachusetts

DEPARTMENT OF PUBLIC WORKS

Layout No. 4733
And Order of Taking.

WHEREAS, the Department of Public Works,
acting on behalf of the Commonwealth of Massachusetts, did, under date of November 4,
1912
lay out and take charge of as a State highway a road in the City of Holyoke,
county of Hampden, leading from locally known as Springfield Street
and did, under date of April 10, 1936, alter the location of said State
to highway. and being known as

as shown on the plans of said State highway on file in the office of the Department of Public
Works, copies of which plans have been filed in the office of the County Commissioners of said
County of Hampden, at Springfield, and in the office of the
City Clerk of said City of Holyoke; and
further

WHEREAS, it now appears advisable to make certain changes in the location lines of said
State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,
as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-
tion thereto, the Department of Public Works adjudges that public necessity and convenience
require that the Commonwealth should alter the location of said State highway, and should
lay out and take charge of said State highway as altered, as hereinafter described.

The alteration consists, in part, of widening, on both sides thereof, the State highway location laid out on November 4, 1942 and altered April 10, 1956, and in part of re-establishing the location lines thereof.

The baseline used for this alteration is that of the aforesaid State highway layout of November 4, 1942.

The easterly location line of the State highway as hereby altered and laid out begins at the point of beginning of the easterly location line of the aforesaid 1942 State highway layout, bearing south $71^{\circ} 02' 05''$ east and 35.09 feet distant from the point of beginning of said 1942 baseline, shown on plan as station 278+95.30; and extends thence, following said 1942 location line, as hereby re-established, south $21^{\circ} 51' 05''$ west, 293.70 feet to a point bearing south $67^{\circ} 01' 35''$ east and 40.75 feet distant from station 281+86.49 of said baseline; thence, leaving said location line, tangent therefrom, by a curve to the left of 5974.91 feet radius, 557.71 feet to a point bearing south $73^{\circ} 36' 20''$ east and 41.85 feet distant from station 287+49.64 of said baseline; thence south $16^{\circ} 30' 12''$ west, 975.21 feet to a point bearing south $62^{\circ} 21' 20''$ east and 40.79 feet distant from station 297+16.90 of said baseline; thence north $62^{\circ} 21' 20''$ west, 7.14 feet to a point bearing south $62^{\circ} 21' 20''$ east and 33.65 feet distant from said station 297+16.90; thence south $17^{\circ} 05' 05''$ west, 249.65 feet to a point again on said 1942 location line, said point bearing south $73^{\circ} 36' 20''$ east and being 30.00 feet distant from station 299+72.50 of said baseline; thence following said 1942 location line, as hereby re-established, south $16^{\circ} 23' 40''$ west, 299.30 feet to a point bearing south $73^{\circ} 36' 20''$ east and 30.00 feet distant from station 302+71.80 of said baseline; thence south $17^{\circ} 29' 46''$ west, 260.05 feet to a point bearing south $73^{\circ} 36' 20''$ east and 25.00 feet distant from station 305+31.80 of said baseline; thence south $16^{\circ} 23' 40''$ west, 124.69 feet to a point bearing south $69^{\circ} 17' 20''$ east and 25.07 feet distant from station 306+54.60 of said baseline; thence, in part still following said 1942 location line, and in part following the altered location line of April 10, 1956, south $69^{\circ} 17' 20''$ east 48.14 feet to a point bearing south $69^{\circ} 17' 20''$ east and 73.21 feet distant from said station 306+54.60; thence still following said 1956 location line, as hereby re-established, south $16^{\circ} 23' 40''$ west, 54.39 feet to a point bearing south $73^{\circ} 36' 20''$ east and 73.00 feet distant from station 307+15.00 of said baseline; thence, in part following said 1956 location line and in part following said 1942 location line, as hereby re-established, north $73^{\circ} 36' 20''$ west, 48.00 feet to a point bearing south $73^{\circ} 36' 20''$ east and 25.00 feet distant from said station 307+15.00; thence still following said 1942 location line, as hereby re-established, south $16^{\circ} 23' 40''$ west, 55.65 feet to the point of ending thereof, on the dividing line between the Town of West Springfield and the City of Holyoke bearing south $75^{\circ} 38' 50''$ east and 25.02 feet distant from the point of ending of said 1942 baseline; shown on plan as station 307+71.54.

The westerly location line of the State highway as hereby altered and laid out begins at the point of beginning of the westerly location line of the aforesaid 1942 State highway layout bearing north $71^{\circ} 02' 05''$ west and 99.27 feet distant from the point of beginning of said 1942 baseline, shown on plan as

station 278+95.30; and extends thence, following said 1942 location line, as hereby re-established, south $16^{\circ} 01' 09''$ west, 306.42 feet to a point bearing north $84^{\circ} 51' 25''$ west and 65.05 feet distant from station 281+86.49 of said baseline; thence south $18^{\circ} 37' 52''$ west, 349.45 feet to a point bearing north $73^{\circ} 36' 20''$ west and 49.00 feet distant from station 285+50.00 of said baseline; thence south $16^{\circ} 58' 03''$ west, 104.50 feet to a point bearing north $34^{\circ} 37' 19''$ west and 64.38 feet distant from station 286+95.00 of said baseline; thence, leaving said 1942 location line, tangent therefrom, by a curve to the right of 40.00 feet radius, 62.83 feet to a point bearing north $73^{\circ} 01' 57''$ west and 90.45 feet distant from said station 286+95.00; thence north $73^{\circ} 01' 57''$ west, 60.00 feet to a point bearing north $73^{\circ} 01' 57''$ west and 150.45 feet distant from said station 286+95.00; thence south $16^{\circ} 58' 03''$ west, 65.00 feet to a point bearing north $73^{\circ} 01' 57''$ west and 151.10 feet distant from station 287+60.00 of said baseline; thence south $73^{\circ} 01' 57''$ east, 80.00 feet to a point bearing north $73^{\circ} 01' 57''$ west and 71.10 feet distant from said station 287+60.00; thence by a curve to the right of 20.00 feet radius, 31.42 feet to a point again on said 1942 location line, bearing south $85^{\circ} 35' 33''$ west and 54.87 feet distant from said station 287+60.00; thence following said 1942 location line, as hereby re-established, south $16^{\circ} 58' 03''$ west, 770.55 feet to a point bearing north $73^{\circ} 36' 20''$ west and 59.00 feet distant from station 295+50.00 of said baseline; thence south $16^{\circ} 23' 40''$ west, 395.99 feet to a point bearing north $12^{\circ} 38' 06''$ west and 121.58 feet distant from station 300+52.30 of said baseline; thence leaving said 1942 location line, tangent therefrom, by a curve to the right of 30.00 feet radius, 66.79 feet to a point bearing north $36^{\circ} 02' 14''$ west and 135.36 feet distant from said station 300+52.30; thence north $36^{\circ} 02' 14''$ west, 31.82 feet to a point bearing north $36^{\circ} 02' 14''$ west and 167.18 feet distant from said station 300+52.30; thence south $53^{\circ} 57' 46''$ west, 50.00 feet to a point bearing north $36^{\circ} 02' 14''$ west and 205.65 feet distant from station 301+15.38 of said baseline; thence south $36^{\circ} 02' 14''$ east, 131.21 feet to a point again on said 1942 location line, bearing north $36^{\circ} 02' 14''$ west and 74.44 feet distant from said station 301+15.38; thence, following said 1942 location line as hereby re-established, south $16^{\circ} 23' 40''$ west, 613.45 feet to a point bearing north $73^{\circ} 36' 20''$ west and 59.00 feet distant from station 306+83.45 of said baseline; thence north $73^{\circ} 36' 20''$ west, 36.00 feet to a point bearing north $73^{\circ} 36' 20''$ west and 95.00 feet distant from said station 306+83.45; thence south $16^{\circ} 23' 40''$ west, 66.00 feet to a point bearing north $73^{\circ} 36' 20''$ west and 95.00 feet distant from station 307+49.45 of said baseline; thence south $73^{\circ} 36' 20''$ east, 36.00 feet to a point bearing north $73^{\circ} 36' 20''$ west and 59.00 feet distant from said station 307+49.45; thence south $16^{\circ} 23' 40''$ west, 24.19 feet to the point of ending thereof, on the dividing line between the Town of West Springfield and the City of Holyoke, bearing north $75^{\circ} 38' 50''$ west and 59.04 feet distant from the point of ending of said 1942 baseline; shown on plan as station 307+71.54.

The location lines of the State highway, altered and laid out as hereinbefore described, are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 306 of the Acts of 1949, all of the land outside of the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the City of Holyoke, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 1 to 10 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by E. J. McCarthy, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke Hampden County Altered and laid out as a State Highway by the Department of Public Works January 27, 1959 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

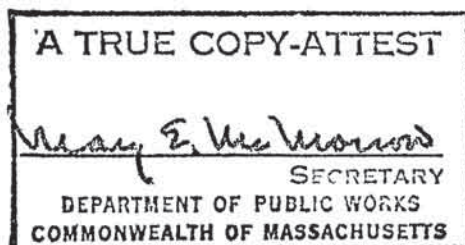
<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	Sisters of Providence	0.29 acres	\$1.00
2	Sisters of Providence	1570 sq.ft.	1.00
3	Owner Unknown (Road to Brightside)	2210 sq.ft.	1.00
4	Sisters of Providence	3190 sq.ft.	1.00
5	Joseph and Florina Brunelle	136 sq.ft.	1.00
6	Raymond J. Guilmette	79 sq.ft.	1.00
7	Herve and Yvonne St. Cyr	63 sq.ft.	1.00
8	Donald and Delia G. Kennedy	38 sq.ft.	1.00
9	Donald and Delia G. Kennedy	13 sq.ft.	1.00
10	Sisters of Providence	0.15 acres	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted: That said way, as altered, as described herein, and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twenty-seventh day of January, 1959.



<u>A. N. DiNatale</u>	}	Department
<u>Fred B. Dole</u>		of
<u> </u>		Public Works

1959

Holyoke



STATE HIGHWAY LAYOUT #4907
Route 5, Springfield St., relocation of east line at
Sister's of Providence

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 73 PAGE 29.

INDEXING

STATE HIGHWAY LAYOUT #4907

- Image Info** SH59006 Holyoke
- Image Info** SH59006 Sisters of Providence
- Image Info** SH59006 Route 5
- Image Info** SH59006 Springfield Street

ONE SHEET

STATE HIGHWAY

L=502.26

ALTERATION

1959

R=291.00

BEGINNING

PARCEL Z-1
SISTERS OF PROVIDENCE
Area about 2.31 Acres

END

R=290.00
Total 253.93

S 73°36'20"E
40.61

739.43'

SPRINGFIELD STREET

287

288

280

290

291

292

293

294+06.44

295

State Highway Location Lines as of January 27, 1959 (LO#4788)

ROAD TO BRIGHTSIDE



This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a State Highway by the Department of Public Works on October 27, 1959 in accordance with Chapter 81 of the General Laws

Joseph C. James
Chief Engineer
Department of Public Works

A TRUE COPY ATTEST
Tracy S. Wadsworth
SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

J. L.

The Commonwealth of Massachusetts

plan of Road
in the City of

HOLYOKE

HOLYOKE COUNTY

Altered and laid out as a State Highway by the Department of Public Works

October 27, 1959

Scale: 40 feet to the inch

Joseph C. James
Chief Engineer
Lay out No. 4907



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Holyoke
Layout No. 4907

November 5, 1959.

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of October 27, 1959, alter the location of a section of State highway laid out in Holyoke in the years 1942 and 1959.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Mary E. McMoran
Secretary.

~~Registered Mail~~

Enclosures

H/c

13 brought in by Edward Nolan
State Highway Dept.
Nov. 23, 1959



The Commonwealth of Massachusetts

DEPARTMENT OF PUBLIC WORKS

Layout No. 4907
and Order of Taking

WHEREAS, the Department of Public Works,
acting on behalf of the Commonwealth of Massachusetts, did, under date of
November 4, 1942
lay out and take charge of as a State highway a road in the City of Holyoke,
county of Hampden ~~leading from~~ being known as Springfield
Street and did, under date of January 27, 1959, alter the
~~to~~ ~~and being known as~~
location lines of said State Highway
as shown on the plans of said State highway on file in the office of the Department of Public
Works, copies of which plans have been filed in the office of the County Commissioners of said
County of Hampden, at Springfield, and in the office of the
City Clerk of said City of Holyoke; and
WHEREAS, it now appears advisable to make ^{further} ~~certain~~ changes in the location lines of said
State highway;
NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,
as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-
tion thereto, the Department of Public Works adjudges that public necessity and convenience
require that the Commonwealth should alter the location of said State highway, and should
lay out and take charge of said State highway as altered, as hereinafter described.

The alteration is located on Springfield Street, so called, and consists of widening, on the easterly side thereof, a portion of the State highway location laid out on November 4, 1942 and altered on January 27, 1959, being more fully described as follows:

The baseline of location, used for the alteration, is a portion of the baseline used for the aforesaid November 4, 1942 State highway layout and for the aforesaid January 27, 1959 State highway alteration.

The easterly location line of the State highway as hereby altered and laid out, begins at a point on the easterly location line of the aforesaid January 27, 1959 State highway alteration bearing north $68^{\circ} 38' 00''$ east and 53.86 feet distant from station 287 of the aforesaid 1942 baseline and extends thence, leaving said location line, easterly to southeasterly as shown on plan by a curve of 191.00 feet radius, 120.76 feet to a point bearing south $71^{\circ} 35' 14''$ east and 155.05 feet distant from said station 287; thence by another curve to the right of 291.00 feet radius, 502.26 feet to a point bearing north $62^{\circ} 17' 10''$ east and 253.98 feet distant from station 293+23.58 of said baseline; thence south $62^{\circ} 17' 10''$ west 74.65 feet to a point bearing north $62^{\circ} 17' 10''$ east and 179.33 feet distant from said station 293+23.58; thence by a curve to the left of 290.00 feet radius, 231.73 feet to a point at the end of the alteration, again on the easterly location line of the aforesaid January 27, 1959 State highway alteration, bearing south $73^{\circ} 36' 20''$ east and 40.61 feet distant from station 294+06.44 of said baseline.

The location line of the State highway, altered and laid out as hereinbefore described is to be further defined by bounds set thereon at points of curvature and at the points of beginning and ending thereof.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 306 of the Acts of 1949, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the City of Holyoke, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcel 2-1 being shown on the plan hereinafter referred to, excepting from the rights herein taken all easements for wires, pipes,

conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid taking are shown on a plan signed by E. J. McCarthy, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke Hampden County Altered and laid out as a State Highway by the Department of Public Works October 27, 1959 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the Sisters of Providence in their property by reason of the aforesaid taking of Parcel 2-1, containing about 2.31 acres, an award of \$1.00 is made.

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted; That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way, as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twenty seventh day of October, 1959.

A. N. DiNatale

Department

of

George C. Toumpouras

Public Works

A TRUE COPY-ATTEST

May E. McNamee
SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

Springfield Street
Holyoke

Filed - November 23, 1957

1960

Holyoke



STATE HIGHWAY LAYOUT #4946
Route 202, Apremont Way, Westfield line to east of
McLean Reservoir

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 74 PAGES 64-74.

INDEXING

STATE HIGHWAY LAYOUT #4946

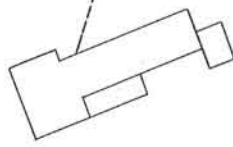
- Image Info** SH59007 Holyoke
- Image Info** SH59007 McLean Reservoir
- Image Info** SH59007 Westfield
- Image Info** SH59007 Apremont Way
- Image Info** SH59007 Route 202

SIX SHEETS

WESTFIELD
HOLYOKE

BEGINNING OF 1960 STATE HIGHWAY LAYOUT

1929 COUNTY LAYOUT (ROUTE 202)



ELLEN GILHOOLEY

ROUTE 202

JOHN R. JANET T.
and MARIAN M. WOLOHAN

JOHN R. JANET T.
and MARIAN M. WOLOHAN

MOUNTAIN ROAD

RELOCATION

ROUTE 202

ELLEN GILHOOLEY

INT. BD

A TRUE COPY/ATTEST
MADEY S. WILSON
SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of

HOLYOKE
HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works

MARCH 22, 1960
Scale: 40 feet to the inch
Chief Engineer

This certifies that the
road shown on this plan was
laid out and taken charge of
as a State Highway by the
Department of Public Works on
March 22, 1960 in accordance
with Chapter 81 of the General
Laws.

[Signature]
Fred B. Sole

[Signature]
Department of Public Works

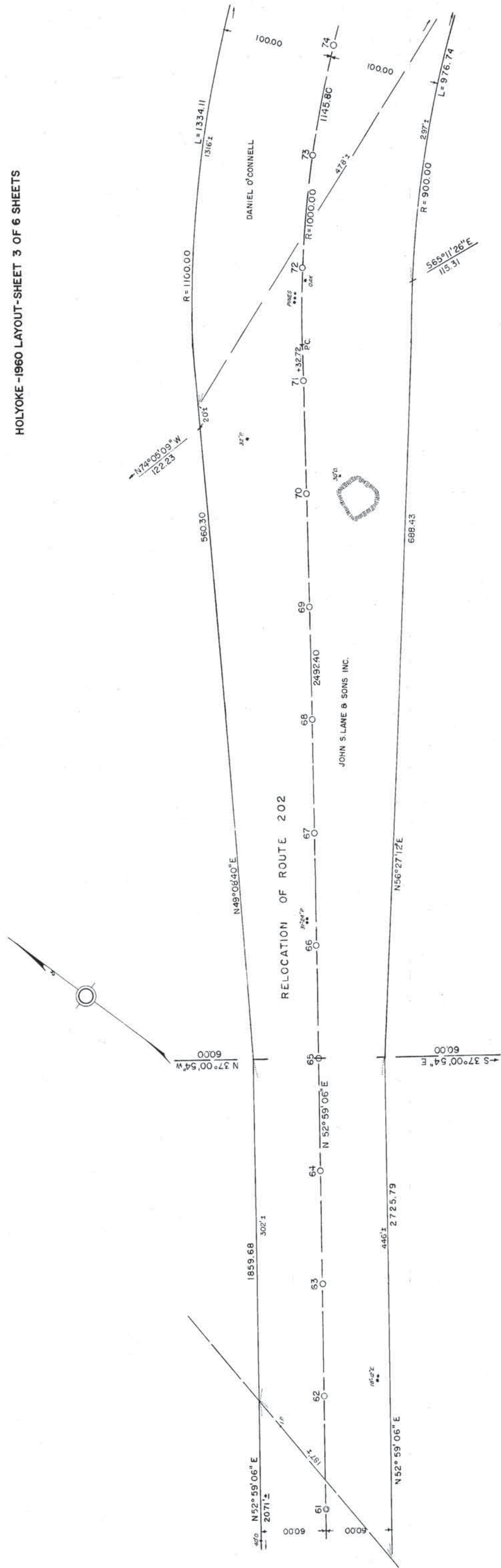


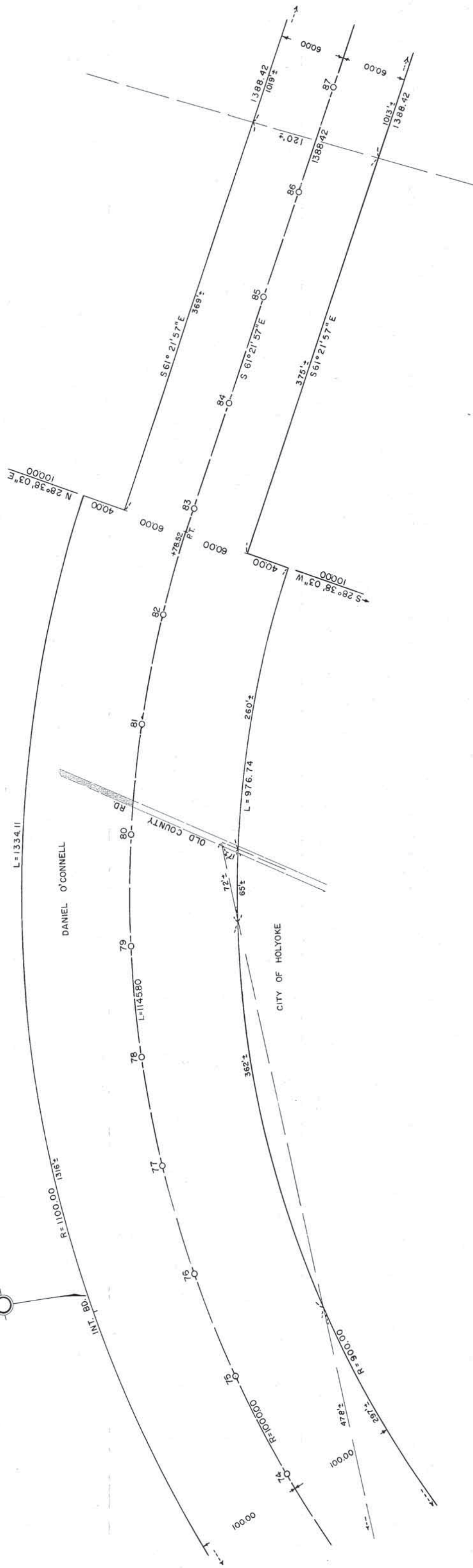
[Signature]
Commonwealth of Massachusetts

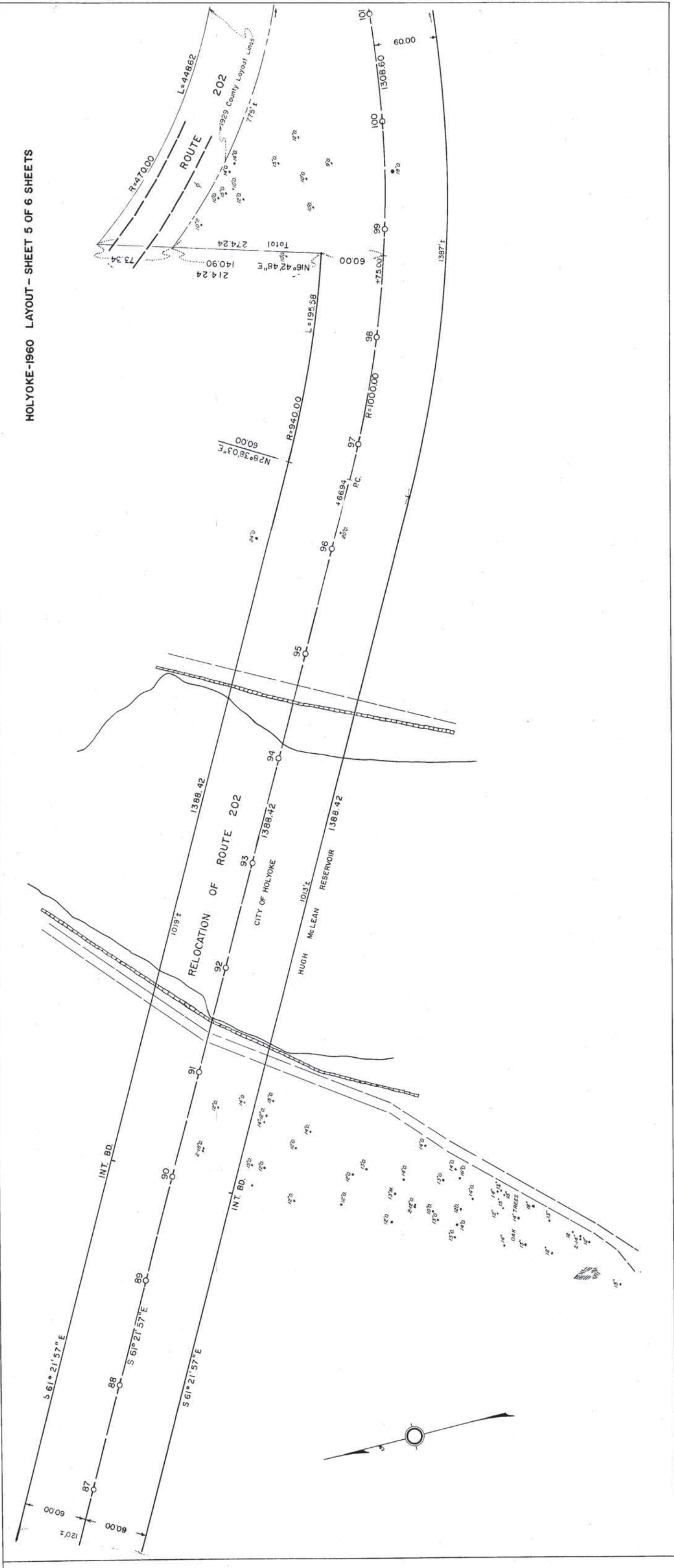
[Signature]
Hampden Co.

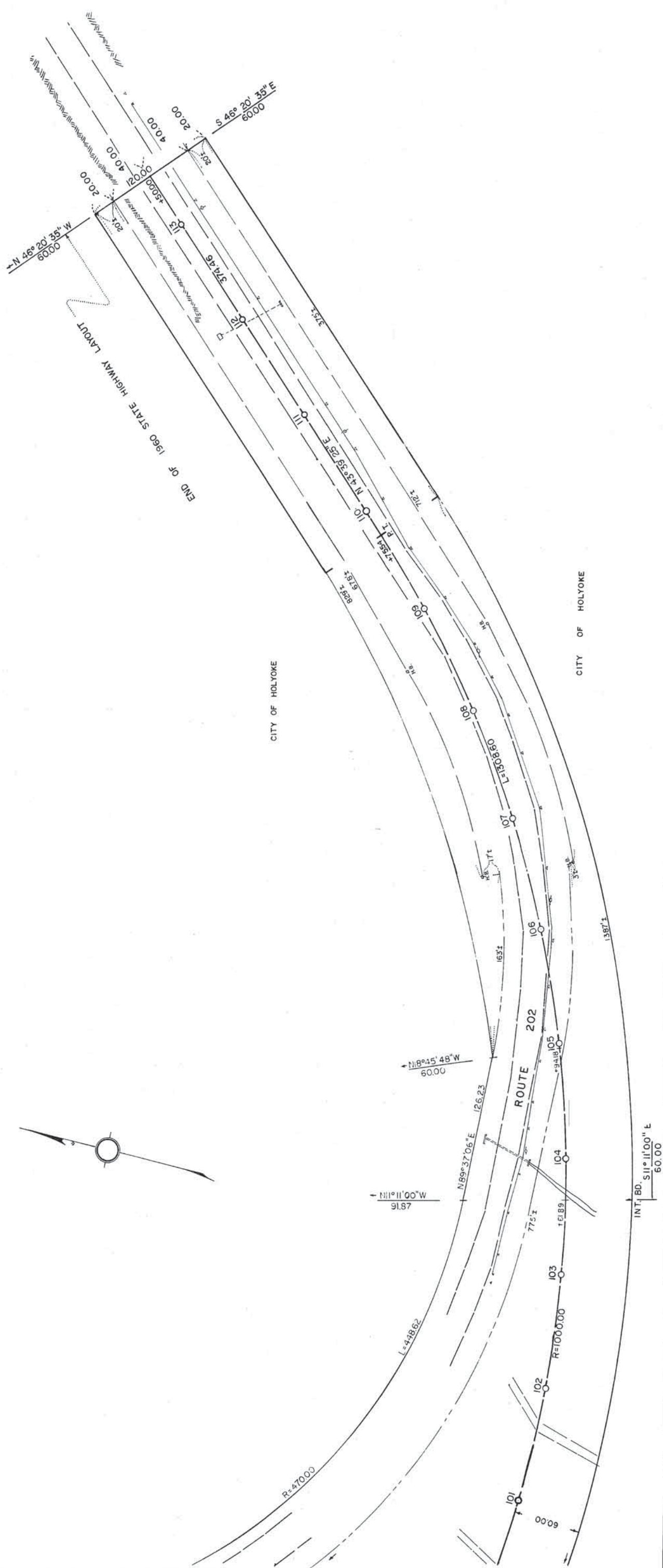
[Signature]
Filed - April 7, 1960

[Signature]
Attest - Edward G. Allen
Clerk.











The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

March 25, 1960.

Holyoke
Layout No. 4946

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated March 22, 1960, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a State highway a new or existing way in Holyoke, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a State highway is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

Mary E. McHarrow
Secretary
H.

H/ihc

Enclosures

Certified Mail No. 557027

P.S. Plan sent under separate cover.

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 4946

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on March 18, 1960, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a State highway a road in the City of Holyoke, County of Hampden. The layout consists of establishing a State highway location on Relocated Route 202, so called, in the location established by the 1960 City highway layout thereof, beginning at the dividing line between the Town of Westfield and the City of Holyoke, on existing Route 202, and extending in a general northeasterly direction, on new location, about 1.46 miles to a point again on said existing Route 202, about 1900 feet easterly of Hugh McLean Reservoir, so called, being more fully described as follows:

The baseline used for the State highway layout begins at a point in the existing roadway of said Route 202, on the dividing line between the Town of Westfield and the City of Holyoke, shown on plan as station 34+87.72 and extends thence, leaving said dividing line northeasterly by a curve to the left of 4121.00 feet radius 1152.60 feet; thence north 52° 59' 06" east 2492.40 feet; thence by a curve to the right of 1000.00 feet radius 1145.80 feet; thence south 61° 21' 57" east, 1388.42 feet; thence by a curve to

the left of 1000.00 feet radius 1308.60 feet; thence north $43^{\circ}39'25''$ east 374.46 feet to a point at the end of the layout, in the existing roadway of Route 202, shown on plan as station 113+50.00.

The northwesterly location line of the State highway hereby laid out begins at a point on the aforesaid dividing line between the Town of Westfield and the City of Holyoke and on the northwesterly location line of the 1960 City highway layout, on existing Route 202, said point bearing north $1^{\circ}23'25''$ west and being 33.85 feet distant from the point of beginning of the baseline hereinbefore described shown on plan as station 34+87.72 and extends thence, leaving said dividing line and following said City location line, northeasterly by a curve to the left of 1017.07 feet radius 554.19 feet to a point bearing north $28^{\circ}45'30''$ west and 148.05 feet distant from station 40+46.45 of said baseline; thence crossing said Route 202 south $81^{\circ}45'59''$ east 57.16 feet to a point bearing north $52^{\circ}04'35''$ west and 122.59 feet distant from station 41+40.63 of said baseline; thence south $52^{\circ}04'35''$ east 57.80 feet to a point bearing north $52^{\circ}04'35''$ west and 64.79 feet distant from said station 41+40.63; thence northeasterly as shown on plan by a curve to the left of 4061.00 feet radius 516.69 feet to a point bearing north $37^{\circ}00'54''$ west and 60.00 feet distant from station 46+40.32 of said baseline; thence north $52^{\circ}59'06''$ east 1859.68 feet to a point bearing north $37^{\circ}00'54''$ west and 60.00 feet distant from station 65 of said baseline; thence north $49^{\circ}08'40''$ east 560.30 feet to a point bearing north $74^{\circ}05'09''$ west and 122.23 feet distant from station 71+32.72 of said baseline; thence by a curve to the right of 1100.00 feet radius 1334.11 feet to a point bearing north $28^{\circ}38'03''$ east and 100.00 feet distant from station 82+78.52 of said baseline; thence south $28^{\circ}38'03''$ west 40.00 feet to a point bearing north $28^{\circ}38'03''$ east and 60.00 feet distant from said station 82+78.52; thence south $61^{\circ}21'57''$ east 1388.42 feet to a point bearing north $28^{\circ}38'03''$ east and 60.00 feet distant from station 96+66.94 of said baseline; thence by a curve to the left of 940.00 feet radius 195.58 feet to a point bearing north $16^{\circ}42'48''$ east and 60.00 feet distant from station 98+75.00 of said baseline; thence north $16^{\circ}42'48''$ east, in part crossing said Route 202, 214.24 feet to a point bearing north $16^{\circ}42'48''$ east and 274.24 feet distant from said station 98+75.00; thence southeasterly to easterly, as shown on plan, by a curve of 470.00 feet radius 448.62 feet to a point bearing north $11^{\circ}11'00''$ west and 91.87 feet distant from station 103+61.89 of said baseline; thence north $89^{\circ}37'06''$ east 126.23 feet to a point bearing north $18^{\circ}45'48''$ west and 60.00 feet distant from station 104+94.18 of said baseline; thence extending easterly and northeasterly parallel

to said baseline, and 60.00 feet distant therefrom to a point bearing north $46^{\circ} 20' 35''$ west and 60.00 feet distant from the point of ending of said baseline shown on plan as station 113+50.00; thence south $46^{\circ} 20' 35''$ east 20.00 feet to a point at the end of the layout on the northwesterly street line of said Route 202 bearing north $46^{\circ} 20' 35''$ west and 40.00 feet distant from said station 113+50.00.

The southeasterly location line of the State highway hereby laid out begins at a point on the aforesaid dividing line between the Town of Westfield and the City of Holyoke and on the southeasterly location line of Route 202, said point bearing south $1^{\circ} 23' 25''$ east and being 36.17 feet distant from the point of beginning of the baseline hereinbefore described shown on plan as station 34+87.72 and extends thence, leaving said dividing line north $69^{\circ} 46' 34''$ east 175.00 feet to a point bearing south $20^{\circ} 13' 26''$ east and 39.65 feet distant from station 36+51.15 of said baseline; thence south $20^{\circ} 13' 26''$ east 15.00 feet to a point bearing south $20^{\circ} 13' 26''$ east and 54.65 feet distant from said station 36+51.15; thence north $63^{\circ} 13' 30''$ east 131.48 feet to a point bearing south $37^{\circ} 00' 54''$ east and 49.59 feet distant from station 37+67.70 of said baseline; thence south $37^{\circ} 00' 54''$ east 102.45 feet to a point bearing south $37^{\circ} 00' 54''$ east and 152.04 feet distant from said station 37+67.70; thence north $52^{\circ} 59' 06''$ east 2725.79 feet to a point bearing south $37^{\circ} 00' 54''$ east and 60.00 feet distant from station 65 of said baseline; thence north $56^{\circ} 27' 12''$ east 688.43 feet to a point bearing south $65^{\circ} 11' 26''$ east and 115.31 feet distant from station 71+32.72 of said baseline; thence by a curve to the right of 900.00 feet radius 976.74 feet to a point bearing south $28^{\circ} 38' 03''$ west and 100.00 feet distant from station 82+78.52 of said baseline; thence north $28^{\circ} 38' 03''$ east 40.00 feet to a point bearing south $28^{\circ} 38' 03''$ west and 60.00 feet distant from said station 82+78.52; thence southeasterly, easterly and northeasterly parallel to said baseline and 60.00 feet distant therefrom to a point bearing south $46^{\circ} 20' 35''$ east and 60.00 feet distant from the point of ending of said baseline shown on plan as station 113+50.00; thence north $46^{\circ} 20' 35''$ west 20.00 feet to a point at the end of the layout, on the southeasterly street line of said Route 202 bearing south $46^{\circ} 20' 35''$ east and 40.00 feet distant from said station 113+50.00.

The southwesterly end of the State highway hereby laid out is defined by that portion of the aforesaid dividing line between the Town of Westfield and the City of Holyoke bearing south $1^{\circ} 23' 25''$ east and 70.02 feet in length, extending between the points of beginning of the northwesterly and the southeasterly location lines hereinbefore described.

The northeasterly end of the State highway hereby laid out is defined by a line bearing south $46^{\circ} 20' 35''$ east and 120.00 feet in length extending between the points of ending of the northwesterly and southeasterly location lines hereinbefore described.

The location lines hereinbefore described are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof; also at intermediate points thereon as follows: On both location lines opposite stations 56 and 90 of the aforesaid baseline; on the southeasterly location line only, opposite station 46+40.32 of said baseline and at a point thereon bearing south $11^{\circ} 11' 00''$ east and 60.00 feet distant from station 103+61.89 of said baseline and on the northwesterly location line only, opposite station 76 of said baseline.

The State highway hereby laid out is shown on a plan signed by E. J. McCarthy, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke Hampden County Laid Out as a State Highway by the Department of Public Works March 22, 1960 Scale: 40 feet to the inch".

It is therefore

Voted; That said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works, be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way in accordance with said plan together with a copy of this adjudication and vote.

Dated at Boston this twenty-second day of March, 1960.

A. N. DiNatale

Department

Fred B. Dole

of

George C. Toumpouras

Public Works

A TRUE COPY-ATTEST

Mary E. McMorrow

SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

1960

Holyoke



STATE HIGHWAY LAYOUT #4967
Route 5, Springfield St., abandonment on east line across from Brightside Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 76 PAGE 33.

INDEXING

STATE HIGHWAY LAYOUT #4967

- Image Info SH59008 Holyoke
- Image Info SH59008 Brightside Road
- Image Info SH59008 Route 5
- Image Info SH59008 Springfield Street



The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of

Altered and laid out as a State Highway by the Department of Public Works

MAY 3, 1960
Scale: 40 feet to the inch

F. W. C.
Chief Engineer

Layout No. 4

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a State Highway by the Department of Public Works on May 3, 1960 in accordance with Chapter 81 of the General Laws.

in accordance with Chapter 31
of the General Laws of the Commonwealth of Massachusetts.

Eric B. Dole
Glenn C. Youngman
 Department of Public Works

This certifies that the section of road marked on this plan "Abandonment" was abandoned by the Department of Public Works on May 3, 1960 in accordance with Chapter 81 of the General Laws.

[Signature]

Fred B. Dole
George C. Thompson
Department of Public Works



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

May 9, 1960.

Holyoke
Layout No. 4967

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

The Department of Public Works did, under date of May 3, 1960, alter the location of a section of State highway previously laid out in the city of Holyoke, and did abandon certain land previously taken for State highway purposes.

A plan showing said abandonment and the State highway as altered, and certificate that said Department of Public Works has abandoned said land and has laid out and taken charge of said State highway as altered in accordance with said plan are sent you herewith for filing in your office according to the law.

An attested copy of the adjudication and votes of the Commissioners relative to said abandonment and alteration is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

Edith J. Cronin
Secretary

H/ihc

Enclosures

*Springfield Street
Holyoke*

THE COMMONWEALTH OF MASSACHUSETTS

Department of Public Works

---oo0oo---

Layout No. 4967

WHEREAS, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of November 4, 1942 lay out and take charge of as a State highway a road in the City of Holyoke, county of Hampden being known as Springfield Street and did, under date of January 27, 1959, alter a portion of the location lines of said State Highway as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the City Clerk of said City of Holyoke; and

WHEREAS, it now appears advisable to make further changes in the location line of said State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, as hereinafter described.

The alteration consists of the abandonment of a portion of the State highway location altered and laid out under date of January 27, 1959 (Layout No. 4788) being located on the easterly side of Springfield Street, so-called, and of establishing a revised easterly location line for said State highway being fully described as follows:

The stations hereinafter referred to are points on the base line of location of the aforesaid January 27, 1959 State highway alteration.

The easterly location line of the State highway as hereby altered and laid out begins at a point on the easterly location line of the aforesaid January 27, 1959 State highway alteration, bearing south $62^{\circ} 21' 20''$ east and 33.65 feet distant from station 297+16.90 and extends thence, leaving said 1959 location line, north $62^{\circ} 21' 20''$ west, 3.06 feet to a point bearing south $62^{\circ} 21' 20''$ east and 30.59 feet distant from said station 297+16.90; thence south $16^{\circ} 23' 40''$ west, 249.63 feet to a point at the end of the alteration, again on the easterly location line of the aforesaid January 27, 1959 State highway alteration, bearing south $73^{\circ} 36' 20''$ east and 30.00 feet distant from station 299+72.50.

The location line of the State highway hereby altered and laid out is to be further defined by bounds set thereon at an angle point and at the points of beginning and ending thereof.

ABANDONMENT

The portion of State highway location hereby abandoned by said alteration is described as follows: Beginning at a point on the aforesaid easterly location line of said 1959 State highway layout bearing south $62^{\circ} 21' 20''$ east and 33.65 feet distant from station 297+16.90 and extending thence, following said 1959 location line south $17^{\circ} 05' 05''$ west, 249.05 feet to a point bearing south $73^{\circ} 36' 20''$ east and 30.00 feet distant from station 299+72.50; thence following the easterly location line of the State highway as hereby altered, north $16^{\circ} 23' 40''$ east, 249.63 feet; thence south $62^{\circ} 21' 20''$ east, 3.06 feet to the point of beginning.

The above described portion of State highway location hereby abandoned comprises the parcels of land taken by the aforesaid January 27, 1959 State highway alteration and shown on the plan and order of taking thereof as Parcels 5, 6, 7, 8 and 9.

The State highway hereby altered and laid out and the land hereby abandoned are shown on a plan signed by E. J. McCarthy, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke Hampden County Altered and laid out as a State Highway by the Department of Public Works May 3, 1960 Scale: 40 feet to the inch", an attested copy

of which is to be recorded with this order of layout and abandonment in the Registry of Deeds for Hampden County at Springfield.

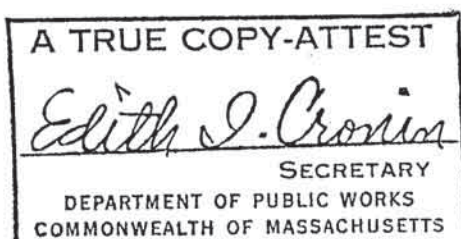
It is therefore

Voted, That the portion of the State highway location as hereinbefore described and as described and shown on said plan, and marked "Abandonment" thereon be and the same is hereby abandoned; that the Secretary of the Department of Public Works be and hereby is instructed to file, in the office of the County Commissioners of the County of Hampden and in the office of the City Clerk of the City of Holyoke, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has abandoned the land herein referred to, together with a copy of this adjudication and vote.

It is also

Voted, That said way, as altered, as described herein, and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file, in the office of the County Commissioners of Hampden County and in the office of the City Clerk of the City of Holyoke, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this third day of May, 1960.



A. N. DiNatale

Fred B. Dole

George C. Toumpouras

Department

of

Public Works

Springfield Street
Holyoke

Filed - May 31, 1960

1962

Holyoke



STATE HIGHWAY LAYOUT #5213
Route 202, Apremont Way, layout #4946 transferred to control of City of Holyoke.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 85 PAGES 1-11.

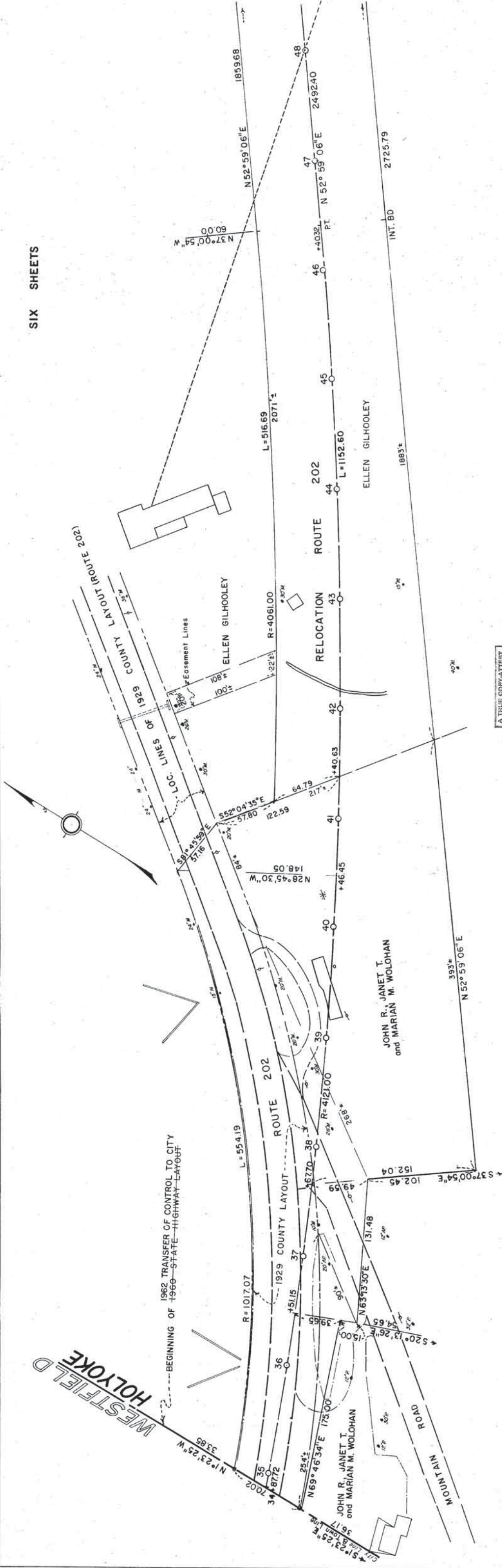
INDEXING

STATE HIGHWAY LAYOUT #5213

- Image Info** SH59009 Holyoke
- Image Info** SH59009 Apremont Way
- Image Info** SH59009 Route 202

WESTFIELD
HOLYOKE

1962 TRANSFER OF CONTROL TO CITY
BEGINNING OF 1960 STATE HIGHWAY LAYOUT



SIX SHEETS

A TRUE COPY-ATTEST
Edith L. Conner
CLERK OF THE CITY OF HOLYOKE
COMMONWEALTH OF MASSACHUSETTS

This certifies that the highway shown on this plan was transferred to the control of the City of Holyoke on April 10, 1962 under the provisions of Chapter 32 of the Acts of 1958.

Joseph P. Sullivan
Mayor
Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
HOLYOKE
HAMPDEN COUNTY
Transferred to the City of Holyoke by the
Department of Public Works
APRIL 10, 1962
Scale: 40 feet to the inch
E. J. McCarthy
Chief Engineer

Layout N° 5213

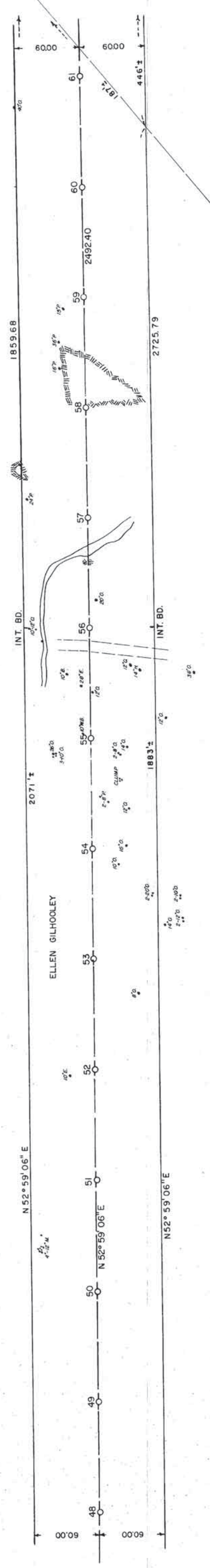
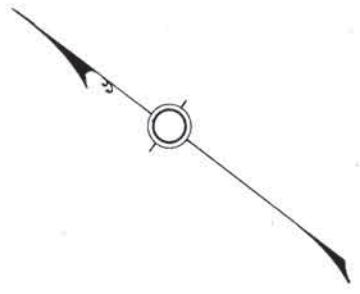
This certifies that the road shown on this plan was laid out and taken charge of as a State Highway by the Department of Public Works on March 22, 1960 in accordance with Chapter 81 of the General Laws.

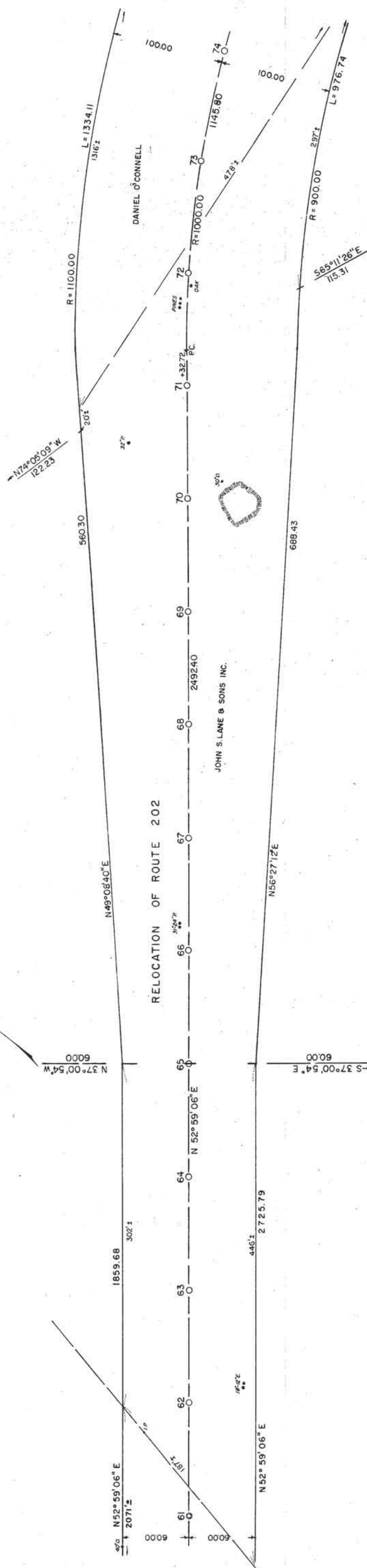
[Signature]
Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
HOLYOKE
HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
MARCH 22, 1960
Scale: 40 feet to the inch
E. J. McCarthy
Chief Engineer

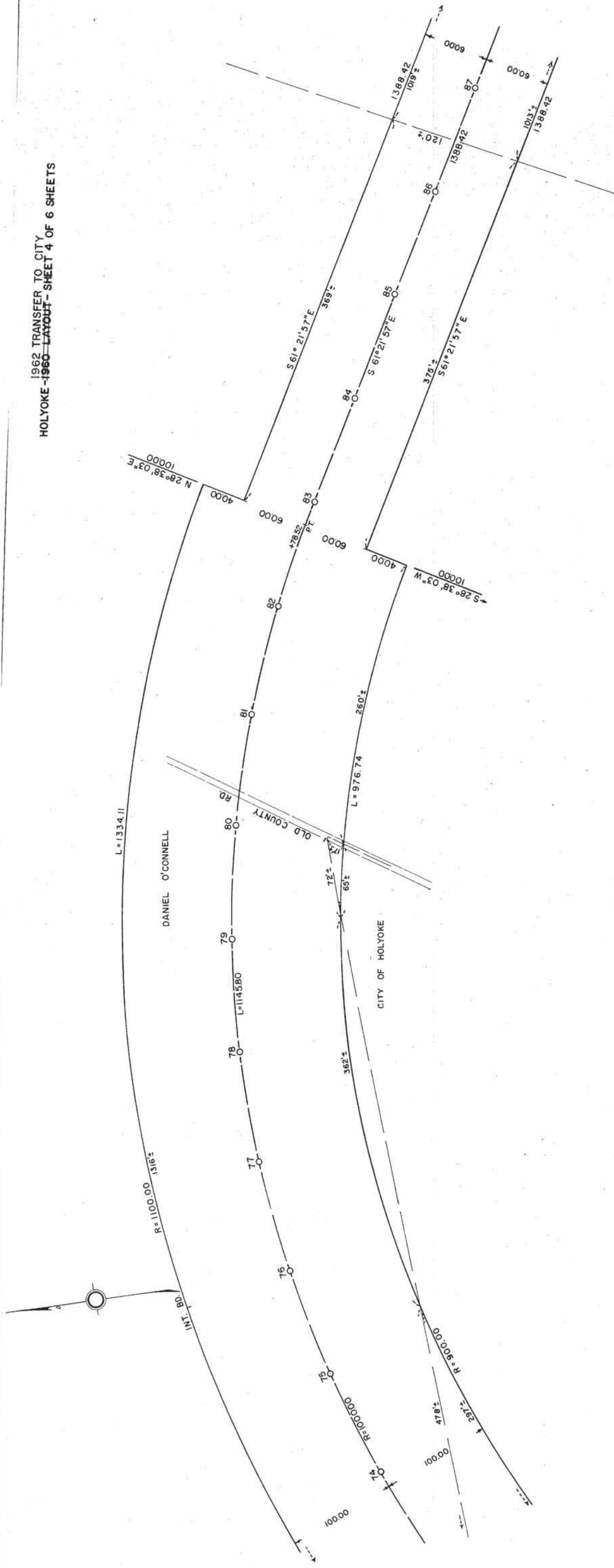
Layout N° 4946

1962 TRANSFER TO CITY
HOLYOKE - 1960 LAYOUT - SHEET 2 OF 6 SHEETS

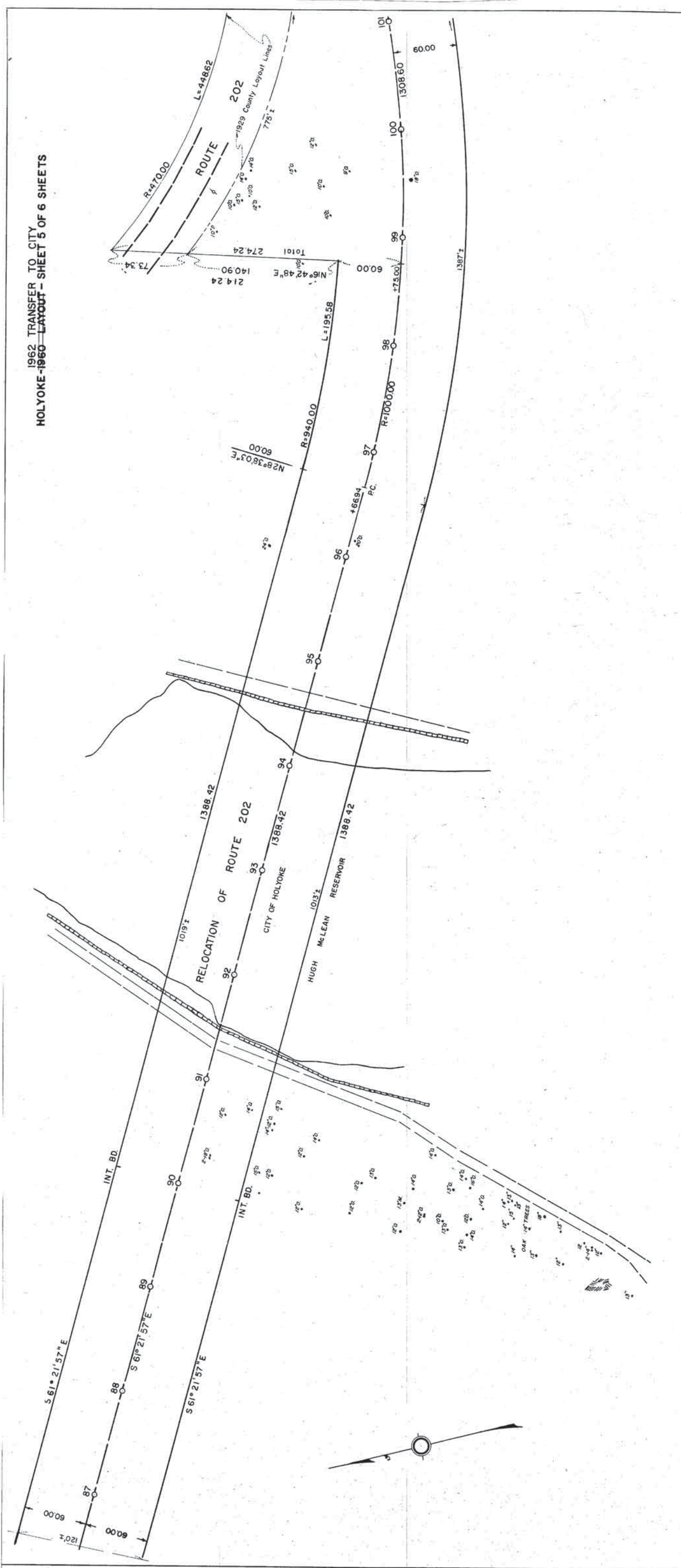




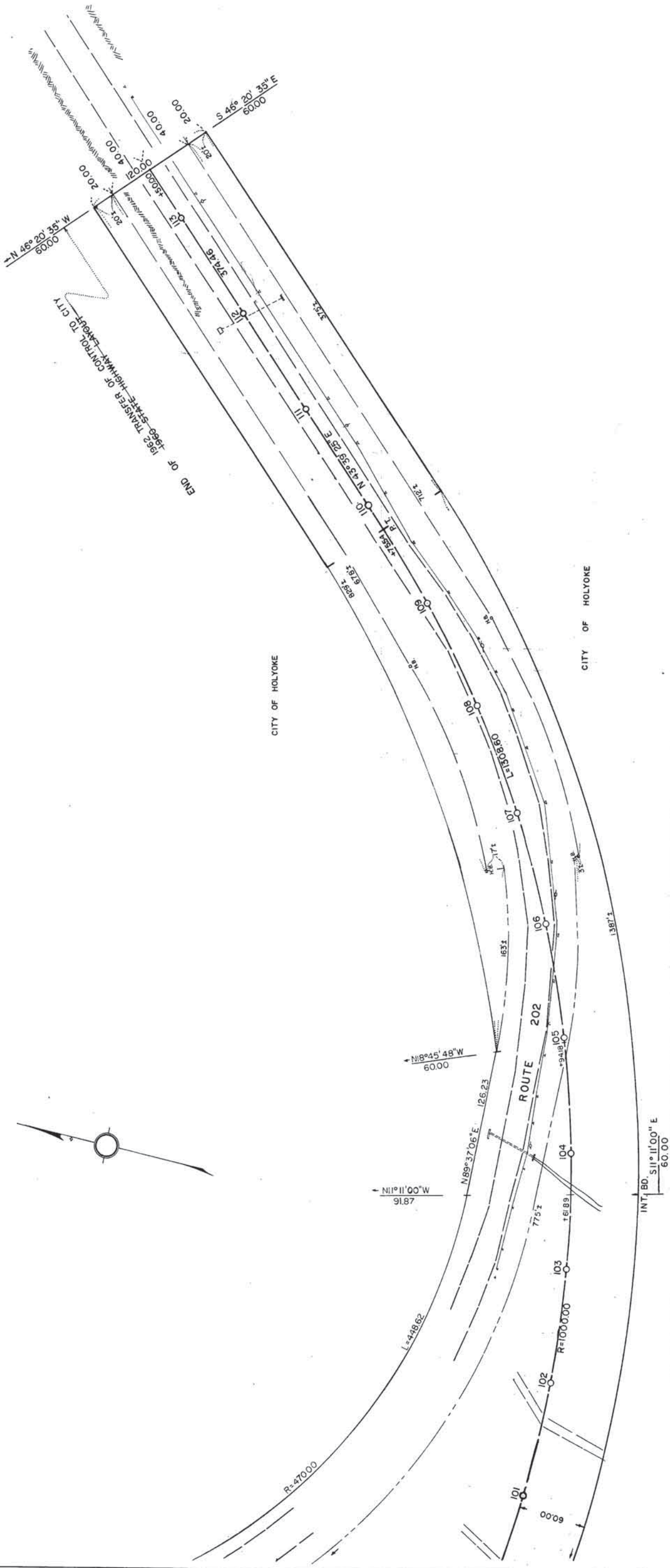
1962 TRANSFER TO CITY
HOLYOKE-1960 LAYOUT - SHEET 4 OF 6 SHEETS



1962 TRANSFER TO CITY
HOLYOKE-1960 LAYOUT - SHEET 5 OF 6 SHEETS



1962 TRANSFER TO CITY
HOLYOKE-1960-LAYOUT-SHEET 6 OF 6 SHEETS





The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Holyoke
Layout No. 5213

April 10, 1962.

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated April 10, 1962, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has transferred to the control of the City of Holyoke the State highway laid out in the city of Holyoke under Layout No. 4946, dated March 22, 1960, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the transfer of control of said State highway is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

Edith J. Cronin

Department Secretary

H/ihc

Enclosures

Received and Filed

April 18, 1962

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Layout No. 5213
And Order of Transfer

Whereas, the Massachusetts Department of Public Works, acting under the provisions of Chapter 81 of the General Laws and of Chapter 32 of the Acts of 1958, did lay out and take charge of as a State Highway, a road in the City of Holyoke, County of Hampden, known as Re-location of Route 202, as described in Layout No. 4946 dated March 22, 1960 and as shown on plan, an attested copy of which has been filed in the office of the City Clerk of said City of Holyoke and in the office of the County Commissioners of said County of Hampden, at Springfield, and has been recorded in the Registry of Deeds for Hampden County at Springfield; and

Whereas, in the opinion of the Department of Public Works, the aforesaid March 22, 1960 State Highway location, described and shown on the plan as aforesaid, is no longer needed for State highway purposes:

Now, Therefore, we, the undersigned, Commissioners of the Department of Public Works, acting under the provisions of Chapter 32 of the Acts of 1958 and all other acts and parts of acts hereto enabling, do hereby transfer to the control of the City of Holyoke, the aforesaid State highway location, shown on a plan which is to be filed with this order of transfer in the Registry of Deeds for Hampden County at Springfield, said plan being signed by L. J. McCarthy, Chief Engineer and signed by the Department of Public Works and being entitled:

"The Commonwealth of Massachusetts Plan of Road in the City of Holyoke Hampden County Transferred to the City of Holyoke by the Department of Public Works April 10, 1962 Scale: 40 feet to the inch" said plan showing location line and baseline data as filed and recorded as aforesaid for the March 22, 1960 State

It is therefore

Voted; that the Secretary of the Department of Public Works be and hereby is instructed to file, in the office of the County Commissioners of Hampden County and in the office of the City Clerk of the City of Holyoke, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has transferred control of said way in accordance with said plan, together with a copy of this adjudication and vote.

In Witness Whereof, we have set our hands this tenth day of April, 1962.

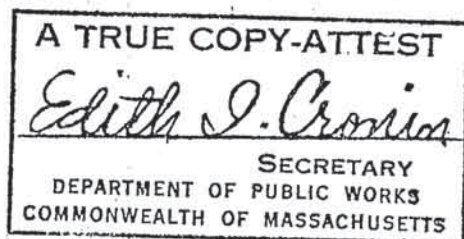
Jack P. Ricciardi

Department

30

George C. Toumpouras

Public Works



1962

Holyoke



STATE HIGHWAY LAYOUT #5267
Route 5, Northampton Rd., relocation of west line
between stations 46-35.

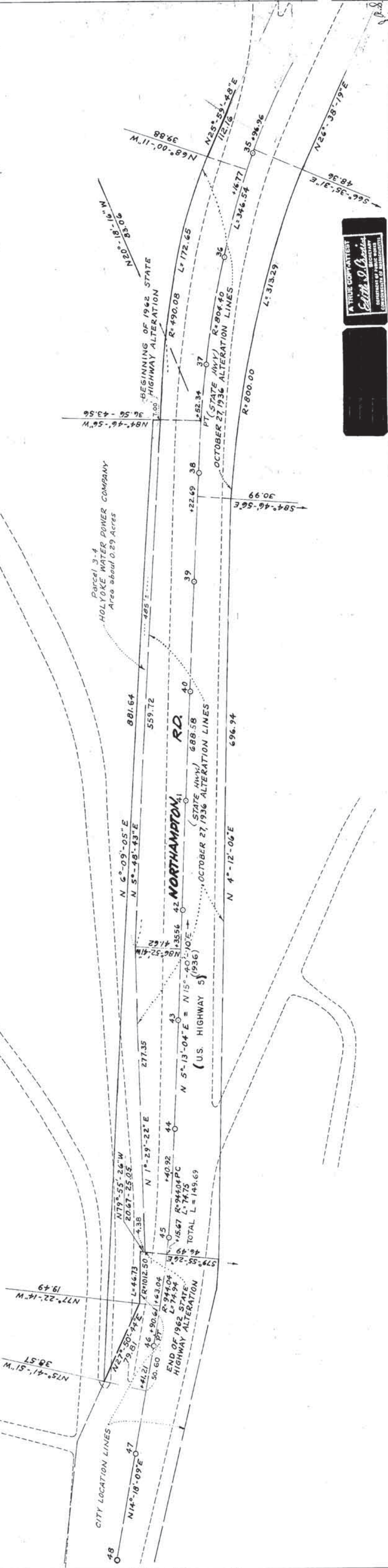
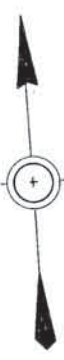
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 87 PAGE 47.

INDEXING

STATE HIGHWAY LAYOUT #5267

- Image Info** SH59010 Holyoke
- Image Info** SH59010 Northampton Road
- Image Info** SH59010 Route 5

ONE SHEET
L.O. # 5267



This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a State Highway by the Department of Public Works on October 30, 1962 in accordance with Chapter 91A of the General Laws.

[Signature]
Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
HOLYOKE
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
OCTOBER 30, 1962
Scale: 40 feet to the inch
[Signature]
Chief Engineer

Plan prepared by:
VOLLMEYER ASSOC'S

Layout No. 5267



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Holyoke
Layout No. 5267

November 2, 1962.

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of October 30, 1962, alter the location of a section of State highway laid out in Holyoke in the year 1936.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate~~ cover - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edith J. Corrin

Secretary.

~~Registered Mail.~~

Enclosures

H/c

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 5267
and Order of Taking

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of October 27, 1936, alter the location of a road previously laid out as a State highway in the City of Holyoke, County of Hampden, (U. S. Highway 5 also known as Northampton Road), as shown on plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden at Springfield and in the office of the City Clerk of said City of Holyoke; and

Whereas, it now appears advisable to make further changes in the location lines of said State highway;

Now, Therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, as hereinafter described.

The alteration is located on U. S. Highway 5 (Northampton Road) and consists of widening a portion of said road on the westerly side thereof, being more fully described as follows:

The base line of location is in part a portion of the base line

of said October 27, 1936 State highway alteration and in part an extension thereof, being described as follows:

Beginning at station 37+52.34 of said 1936 base line and following said 1936 base line south $5^{\circ} 13' 04''$ west, (would be south $15^{\circ} 40' 10''$ west if referred to the system of bearings used in 1936) 688.58 feet; thence, in part following said 1936 base line, by a curve to the right of 944.04 feet radius, 149.69 feet; thence south $14^{\circ} 18' 09''$ west, 50.60 feet to the point of ending thereof, in the existing roadway of Northampton Street, so-called, shown on plan as station 46+41.21.

The location line of the section of State highway hereby altered and laid out begins at a point on the westerly location line of the aforesaid October 27, 1936 State highway alteration bearing north $84^{\circ} 46' 56''$ west and 36.56 feet distant from station 37+52.34 of the base line hereinbefore described and extends thence, leaving said 1936 location line, north $84^{\circ} 46' 56''$ west 7.00 feet to a point bearing north $84^{\circ} 46' 56''$ west and 43.56 feet distant from said station 37+52.34; thence south $6^{\circ} 09' 05''$ west, 881.64 feet to a point on the existing westerly street line of Northampton Street, said point bearing north $75^{\circ} 41' 51''$ west and 38.57 feet distant from station 46+41.21 of said base line; thence, following said street line, north $27^{\circ} 50' 44''$ east, 79.81 feet to a point bearing north $77^{\circ} 22' 14''$ west and 19.49 feet distant from station 45+63.04 of said base line; thence northerly by a curve to the left of 1012.50 feet radius, 46.73 feet to a point bearing

north $79^{\circ} 55' 26''$ west and being 25.05 feet distant from station 45+15.67 of said base line; thence south $79^{\circ} 55' 26''$ east, 4.38 feet to the point of ending thereof, again on the westerly location line of the aforesaid October 27, 1936 State highway alteration, said point bearing north $79^{\circ} 55' 26''$ west and being 20.67 feet distant from station 45+15.67.

The location line of the section of State highway hereby altered and laid out is to be further defined by bounds set thereon at angle points and at the points of beginning and ending thereof.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, of Chapter 590 of the Acts of 1961 and of Chapter 718 of the Acts of 1956, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the City of Holyoke, County of Hampden, all of said land being taken in fee simple, the supposed owner of Parcel 3-4, shown on the plan hereinafter referred to, being hereinafter set forth, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke

which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid taking are shown on a plan signed by E. J. McCarthy, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke Hampden County Altered and laid out as a State Highway by the Department of Public Works October 30, 1962 Scale: 40 feet to the inch," an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by the Holyoke Water Power Company in its property by reason of the aforesaid taking of Parcel 3-4, area about 0.29 acres, an award of \$1.00 is made.

The name of the owner herein given, although supposed to be correct, is such only as a matter of opinion and belief.

It is therefore

Voted: that said way as altered, as described herein, and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works,

1962 L.O.

in Holyoke

No. 5267

Page 5.

attesting that said Department of Public Works has laid out and taken charge of said way, as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this thirtieth day of October, 1962.

Jack P. Ricciardi

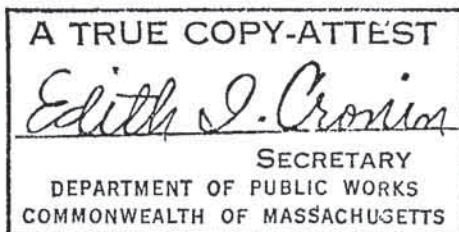
George C. Toumpouras

Clarence S. Wilkinson

Department

of

Public Works



Northampton Road
Holyoke

Filed - November 7, 1962

1962

Holyoke



STATE HIGHWAY LAYOUT #5268
I-91, Mountain Park to Easthampton line

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 87 PAGES 68-104.

INDEXING

STATE HIGHWAY LAYOUT #5268

Image Info SH59011 Holyoke

Image Info SH59011 Easthampton line

Image Info SH59011 Mountain Park

Image Info SH59011 I-91

Holyoke
Layout No. 5263

November 28, 1962.

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon certificates dated November 6, 1962, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a limited access State highway a new or existing way in Holyoke, and has laid out two sections of highway in behalf of the City of Holyoke, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and votes of the Commissioners relative to the laying out and taking charge of said new or existing way as a limited access State highway, and the laying out of said sections of highway in behalf of the city, is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

Edith J. Cronin
Department Secretary

R/lhc

Enclosures



The Commonwealth of Massachusetts
Department of Public Works
100 Nashua Street, Boston 14

Holyoke
Layout No. 5268

December 10, 1962.

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

In connection with the Holyoke layout and plan, which were filed in your office on November 30, 1962 (copy of letter attached), I would appreciate it if you would sign the enclosed form of receipt and return it to this office for our records.

Very truly yours,

Edith L. Cronin

Department Secretary

H/ihc

Enclosures



The Commonwealth of Massachusetts
Department of Public Works
100 Nashua Street, Boston 14

Holyoke
Layout No. 5268

November 28, 1962.

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon certificates dated November 6, 1962, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a limited access State highway a new or existing way in Holyoke, and has laid out two sections of highway in behalf of the City of Holyoke, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and votes of the Commissioners relative to the laying out and taking charge of said new or existing way as a limited access State highway, and the laying out of said sections of highway in behalf of the city, is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

Edith I. Cronin

Department Secretary

H/ihc

Enclosures

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

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Layout No. 5268
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on September 19, 1958, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of, as a limited access State highway, a road in the City of Holyoke, County of Hampden.

The layout consists of establishing a new State highway location, with limited access provisions for a portion of Interstate Route 91 and begins at about 7650 feet southwesterly of the intersection of Cedar Grove Avenue and Ridge Avenue, and extends thence northeasterly about 3.90 miles to the dividing line between the Town of Easthampton, County of Hampshire and the City of Holyoke, County of Hampden.

The main baseline of location for the State highway hereby laid out begins at a point shown on plan as station 287+50.00 and extends thence, north $21^{\circ} 37' 20''$ east, 403.12 feet; thence north $20^{\circ} 49' 46''$ east, 194.21 feet; thence north $22^{\circ} 37' 31''$ east, 298.10 feet; thence north $22^{\circ} 34' 01''$ east, 453.09 feet; thence north $22^{\circ} 29' 18''$ east, 500.20 feet; thence north $29^{\circ} 20' 16''$ east, 313.50 feet; thence north $31^{\circ} 18' 56''$ east, 430.02 feet; thence north $35^{\circ} 00' 34''$ east, 446.18 feet; thence north $35^{\circ} 00' 07''$ east, 446.51 feet; thence north $31^{\circ} 20' 55''$ east 229.85 feet; thence north $31^{\circ} 45' 02''$ east, 276.40 feet; thence

north $25^{\circ} 10' 54''$ east, 416.08 feet; thence north $25^{\circ} 11' 05''$ east, 217.77 feet; thence north $21^{\circ} 43' 29''$ east, 272.87 feet; thence north $21^{\circ} 43' 29''$ east, 416.77 feet; thence north $21^{\circ} 44' 09''$ east, 815.81 feet; thence north $21^{\circ} 43' 48''$ east, 178.81 feet; thence north $31^{\circ} 21' 33''$ east, 650.27 feet; thence north $35^{\circ} 58' 30''$ east, 620.35 feet; thence north $35^{\circ} 58' 14''$ east, 248.75 feet; thence north $32^{\circ} 15' 10''$ east, 264.83 feet; thence north $32^{\circ} 15' 24''$ east, 487.51 feet; thence north $32^{\circ} 09' 51''$ east, 231.75 feet; thence north $24^{\circ} 49' 58''$ east, 313.95 feet; thence north $24^{\circ} 49' 44''$ east, 368.89 feet; thence north $22^{\circ} 32' 42''$ east, 243.81 feet; thence north $22^{\circ} 32' 49''$ east, 493.70 feet; thence north $22^{\circ} 32' 31''$ east 664.96 feet; thence north $27^{\circ} 06' 10''$ east, 676.25 feet; thence north $36^{\circ} 47' 44''$ east 206.42 feet; thence north $36^{\circ} 47' 26''$ east, 164.70 feet; thence north $42^{\circ} 38' 59''$ east, 143.27 feet; thence north $42^{\circ} 39' 42''$ east, 157.72 feet; thence north $40^{\circ} 57' 00''$ east, 386.56 feet; thence north $45^{\circ} 54' 28''$ east, 431.08 feet; thence north $43^{\circ} 24' 24''$ east, 222.52 feet; thence north $43^{\circ} 24' 31''$ east, 244.20 feet; thence north $35^{\circ} 56' 55''$ east, 446.14 feet; thence north $26^{\circ} 59' 38''$ east, 409.83 feet; thence north $19^{\circ} 17' 27''$ east, 203.90 feet; thence north $19^{\circ} 18' 07''$ east, 234.52 feet; thence north $19^{\circ} 18' 02''$ east, 121.41 feet; thence north $8^{\circ} 37' 15''$ east 195.87 feet; thence north $8^{\circ} 16' 45''$ east, 370.98 feet; thence north $1^{\circ} 00' 09''$ east, 453.26 feet; thence north $8^{\circ} 34' 03''$ west 402.42 feet; thence north $15^{\circ} 13' 23''$ west, 506.60 feet; thence north $15^{\circ} 13' 22''$ west, 128.61 feet; thence north $23^{\circ} 57' 29''$ west, 209.23 feet; thence north $23^{\circ} 57' 08''$ west, 268.51 feet; thence north $28^{\circ} 56' 04''$ west, 299.08 feet; thence north $37^{\circ} 06' 45''$ west, 394.96 feet; thence

north $43^{\circ} 54' 12''$ west, 154.07 feet; thence north $51^{\circ} 04' 06''$ west, 411.20 feet; thence north $57^{\circ} 11' 43''$ west, 212.36 feet; thence north $57^{\circ} 11' 52''$ west, 168.27 feet; thence north $57^{\circ} 11' 30''$ west 284.24 feet; thence north $57^{\circ} 11' 39''$ west, 393.50 feet; thence north $57^{\circ} 11' 19''$ west, 219.20 feet; thence north $57^{\circ} 11' 41''$ west 169.22 feet; thence north $57^{\circ} 11' 14''$ west, 341.95 feet; thence north $57^{\circ} 11' 36''$ west, 54.16 feet to the point of ending thereof, on the dividing line between the Town of Easthampton, County of Hampshire and the City of Holyoke, County of Hampden, shown on plan as station 493+25.36, said point bearing north $53^{\circ} 00' 57''$ east and being 6323.40 feet distant from Town Line Corner Easthampton-Holyoke - 1.

The length of the State highway hereby laid out is about 20,575 feet.

An auxiliary baseline "P" begins at a point shown on plan as station 7+49.00 and extends thence southeasterly, by a curve to the left of 1910.00 feet radius 20.78 feet; thence south $33^{\circ} 00' 42''$ east, 399.24 feet; thence by a curve to the right of 720.00 feet radius, 553.07 feet; thence south $11^{\circ} 00' 00''$ west, 1343.26 feet; thence by a curve to the left of 720.00 feet radius, 455.53 feet; thence by another curve to the left of 500.00 feet radius, 379.97 feet; thence south $68^{\circ} 47' 30''$ east, 87.86 feet to the point of ending thereof, shown on plan as station 39+88.71, said point being identical with station 42+26.64 of the baseline of location of the October 30, 1962 State highway alteration on U.S. Highway 5.

NOTE: Station 10+00.00 of said auxiliary baseline "P" is identical with station 305+87.00 of the main baseline hereinbefore described.

The westerly location line of the State highway hereby laid out begins at a point bearing north $68^{\circ} 22' 40''$ west and 175.47 feet distant from the point of beginning of the main baseline hereinbefore described, shown on plan as station 287+50.00 and extends thence, north $21^{\circ} 59' 54''$ east, 572.66 feet to a point bearing north $69^{\circ} 10' 14''$ west and 169.43 feet distant from station 293+25.00 of said main baseline; thence south $69^{\circ} 10' 14''$ east, 40.01 feet to a point bearing north $69^{\circ} 10' 14''$ west and 129.42 feet distant from said station 293+25.00; thence north $21^{\circ} 59' 54''$ east, 958.11 feet to a point bearing north $67^{\circ} 30' 42''$ west and 138.10 feet distant from station 302+79.35 of said main baseline; thence north $23^{\circ} 51' 06''$ east 351.38 feet to a point bearing north $60^{\circ} 39' 44''$ west and 131.31 feet distant from station 306+15.00 of said main baseline; thence north $60^{\circ} 39' 44''$ west, 40.00 feet to a point bearing north $60^{\circ} 39' 44''$ west and 171.31 feet distant from said station 306+15.00; thence northerly to northeasterly, as shown on plan, by a curve of 5425.00 feet radius, 895.83 feet to a point bearing north $54^{\circ} 59' 26''$ west and 182.79 feet distant from station 314+92.56 of said main baseline; thence north $35^{\circ} 13' 20''$ east 565.59 feet to a point bearing north $54^{\circ} 59' 53''$ west and 180.66 feet distant from station 320+58.17 of said main baseline; thence by a curve to the left of 4663.00 feet radius, 1233.74 feet to a point bearing north $64^{\circ} 48' 55''$

west and 313.99 feet distant from station 333+28.86 of said main baseline; thence north $20^{\circ} 00' 05''$ east, 907.93 feet to a point bearing north $63^{\circ} 15' 51''$ west and 244.39 feet distant from station 342+49.35 of said main baseline; thence by a curve to the right of 5337.00 feet radius, 1491.34 feet to a point bearing north $53^{\circ} 38' 27''$ west and 191.42 feet distant from station 356+94.03 of said main baseline; thence north $35^{\circ} 54' 16''$ east, 850.03 feet to a point bearing north $54^{\circ} 01' 46''$ west and 189.70 feet distant from station 365+28.75 of said main baseline; thence by a curve to the left of 7863.00 feet radius 1726.53 feet to a point bearing north $67^{\circ} 27' 18''$ west and 179.46 feet distant from station 382+99.01 of said main baseline; thence north $23^{\circ} 19' 25''$ east, 1463.67 feet to a point bearing north $62^{\circ} 53' 50''$ west and 168.07 feet distant from station 397+49.49 of said main baseline; thence by a curve to the right of 4925.00 feet radius, 314.67 feet to a point bearing north $62^{\circ} 53' 50''$ west and 176.56 feet distant from station 400+63.94 of said main baseline; thence by a curve to the right of 3825.00 feet radius, 901.63 feet to a point bearing north $47^{\circ} 20' 18''$ west and 202.30 feet distant from station 400+16.40 of said main baseline; thence by a curve to the right of 4925.00 feet radius, 314.67 feet to a point bearing north $49^{\circ} 03' 00''$ west and 196.43 feet distant from station 412+37.00 of said main baseline; thence north $44^{\circ} 18' 10''$ east, 542.51 feet to a point bearing north $44^{\circ} 05' 32''$ west and 198.24 feet distant from station 417+62.87 of said main baseline;

thence by a curve to the left of 4463.00 feet radius, 1043.10 feet to a point bearing north $63^{\circ} 00' 22''$ west and 213.60 feet distant from station 428+83.31 of said main baseline; thence by a curve to the left of 2950.00 feet radius, 1292.83 feet to a point bearing north $81^{\circ} 43' 15''$ west and 169.43 feet distant from station 442+38.67 of said main baseline; thence south $81^{\circ} 43' 15''$ east, 60.06 feet to a point bearing north $81^{\circ} 43' 15''$ west and 109.42 feet distant from said station 442+38.67; thence northerly by a curve to the left of 3010.00 feet radius 554.91 feet to a point bearing south $81^{\circ} 25' 57''$ west and 100.27 feet distant from station 448+25.00 of said main baseline; thence south $81^{\circ} 25' 57''$ west, 60.14 feet to a point bearing south $81^{\circ} 25' 57''$ west and 160.41 feet distant from said station 448+25.00; thence northerly by a curve to the left of 2950.00 feet radius, 709.07 feet to a point bearing south $71^{\circ} 31' 06''$ west and 149.02 feet distant from station 455+60.00 of said main baseline; thence south $71^{\circ} 31' 06''$ west, 80.00 feet to a point bearing south $71^{\circ} 31' 06''$ west and 229.02 feet distant from said station 455+60.00; thence northerly to northwesterly, as shown on plan, by a curve of 2870.00 feet radius, 1716.06 feet to a point bearing south $37^{\circ} 15' 34''$ west and 301.79 feet distant from station 474+46.00 of said main baseline; thence north $37^{\circ} 15' 34''$ east, 80.00 feet to a point bearing south $37^{\circ} 15' 34''$ west and 221.79 feet distant from said station 474+46.00; thence northwesterly by a curve to the left of 4463.00 feet radius, 325.34 feet to a point bearing south $32^{\circ} 48' 08''$ west and 212.64 feet distant from station

477+38.50 of said main baseline; thence north $56^{\circ} 55' 02''$ west, 1612.33 feet to a point at the end of the layout, on the dividing line between the Town of Easthampton, County of Hampshire and the City of Holyoke, County of Hampden, said point bearing south $53^{\circ} 00' 57''$ west and being 218.36 feet distant from the point of ending of the main baseline hereinbefore described, shown on plan as station 493+25.36.

The easterly location line of the State highway hereby laid out begins at a point bearing south $68^{\circ} 22' 40''$ east and 186.53 feet distant from the point of beginning of the main baseline hereinbefore described, shown on plan as station 287+50.00 and extends thence, north $21^{\circ} 59' 54''$ east, 1529.55 feet to a point bearing south $67^{\circ} 30' 42''$ east and 133.89 feet distant from station 302+82.44 of said main baseline; thence by a curve to the right of 5063.00 feet radius, 1168.55 feet to a point bearing south $54^{\circ} 59' 26''$ east and 179.20 feet distant from station 314+91.22 of said main baseline; thence north $35^{\circ} 13' 20''$ east 779.80 feet to a point bearing south $53^{\circ} 39' 05''$ east and 133.39 feet distant from station 322+59.33 of said main baseline; thence by a curve to the left of 5337.00 feet radius, 1263.94 feet to a point bearing south $63^{\circ} 16' 31''$ east and 205.67 feet distant from station 334+39.43 of said main baseline; thence north $21^{\circ} 39' 11''$ east, 1100.53 feet to a point bearing south $63^{\circ} 15' 51''$ east and 204.19 feet distant from station 345+90.01 of said main baseline; thence by a curve to the right of 5063.00 feet radius, 1259.34 feet to a point bearing south $54^{\circ} 01' 30''$

east and 211.06 feet distant from station 359+03.30 of said main baseline; thence north $35^{\circ} 54' 16''$ east, 685.82 feet to a point bearing south $54^{\circ} 01' 46''$ east and 210.24 feet distant from station 365+39.11 of said main baseline; thence by a curve to the left of 6137.00 feet radius 753.53 feet to a point bearing south $57^{\circ} 44' 36''$ east and 211.49 feet distant from station 373+28.53 of said main baseline; thence north $55^{\circ} 50' 40''$ west 55.68 feet to a point bearing south $57^{\circ} 44' 36''$ east and 155.84 feet distant from station 373+30.37 of said main baseline; thence north $29^{\circ} 02' 39''$ east, 240.24 feet to a point bearing south $57^{\circ} 50' 09''$ east and 142.75 feet distant from station 375+70.00 of said main baseline; thence south $57^{\circ} 50' 09''$ east, 50.00 feet to a point bearing south $57^{\circ} 50' 09''$ east and 192.75 feet distant from said station 375+70.00; thence northeasterly to northerly as shown on plan, by a curve of 6137.00 feet radius 351.47 feet to a point bearing south $65^{\circ} 10' 16''$ east and 191.50 feet distant from station 378+96.84 of said main baseline; thence north $23^{\circ} 19' 25''$ east, 890.59 feet to a point bearing south $67^{\circ} 27' 11''$ east and 169.10 feet distant from station 387+30.00 of said main baseline; thence north $07^{\circ} 27' 11''$ west, 35.00 feet to a point bearing south $67^{\circ} 27' 11''$ east and 154.10 feet distant from said station 387+30.00; thence north $23^{\circ} 19' 21''$ east, 270.04 feet to a point bearing south $67^{\circ} 27' 29''$ east and 157.76 feet distant from station 390+50.00 of said main baseline; thence south $67^{\circ} 27' 29''$ east, 35.00 feet to a point bearing south $67^{\circ} 27' 29''$ east and 192.76 feet distant from said station 390+50.00; thence north $23^{\circ} 19' 25''$ east

707.67 feet to a point bearing south $62^{\circ} 53' 50''$ east and 193.14 feet distant from station 397+73.35 of said main base line; thence by a curve to the right of 4463.00 feet radius, 291.06 feet to a point bearing south $62^{\circ} 53' 50''$ east and 183.44 feet distant from station 400+64.21 of said main base line; thence by a curve to the right of 3403.00 feet radius 816.30 feet to a point bearing south $47^{\circ} 20' 18''$ east and 159.46 feet distant from station 409+29.65 of said main base line; thence by a curve to the right of 4463.00 feet radius, 291.06 feet to a point bearing south $49^{\circ} 03' 00''$ east and 164.90 feet distant from station 412+15.63 of said main base line; thence north $44^{\circ} 18' 10''$ east, 573.90 feet to a point bearing south $44^{\circ} 05' 32''$ east and 162.74 feet distant from station 418+04.38 of said main base line; thence by a curve to the left of 4737.00 feet radius, 402.98 feet to a point bearing south $46^{\circ} 35' 29''$ east and 151.28 feet distant from station 422+00.00 of said main base line; thence north $46^{\circ} 35' 29''$ west, 25.00 feet to a point bearing south $46^{\circ} 35' 29''$ east and 126.28 feet distant from said station 422+00.00; thence north $38^{\circ} 04' 43''$ east, 215.35 feet to a point bearing south $54^{\circ} 03' 05''$ east and 122.62 feet distant from station 424+00.00 of said main base line; thence south $54^{\circ} 03' 05''$ east, 25.00 feet to a point bearing south $54^{\circ} 03' 05''$ east and 147.62 feet distant from said station 424+00.00; thence northeasterly to northerly, as shown on plan, by a curve of 4737.00 feet radius, 395.28 feet to a point bearing south $63^{\circ} 00' 22''$ east and 143.63 feet distant from station 427+72.87 of said main base line; thence by a curve to the left of 3350.00 feet radius, 981.50 feet to a point bearing south $81^{\circ} 22' 45''$

east and 172.32 feet distant from station 437 of said main base line; thence north $81^{\circ} 22' 45''$ west, 50.00 feet to a point bearing south $81^{\circ} 22' 45''$ east and 122.32 feet distant from said station 437; thence north $13^{\circ} 03' 42''$ east, 251.61 feet to a point bearing south $81^{\circ} 43' 15''$ east and 142.15 feet distant from station 439+50.00 of said main base line; thence south $81^{\circ} 43' 15''$ east, 50.00 feet to a point bearing south $81^{\circ} 43' 15''$ east and 192.15 feet distant from said station 439+50.00; thence northerly by a curve to the left, of 3350.00 feet radius, 146.26 feet to a point on the westerly street line of Smith's Ferry Road as defined by the November 16, 1926 State highway discontinuance, said point bearing south $81^{\circ} 43' 15''$ east and being 195.65 feet distant from station 440+96.21 of said main base line; thence, following said street line north $20^{\circ} 46' 49''$ west, 101.62 feet to a point bearing south $81^{\circ} 43' 15''$ east and 146.29 feet distant from station 441+85.03 of said main base line; thence north $4^{\circ} 02' 19''$ west, 120.99 feet to a point bearing south $88^{\circ} 59' 51''$ east and 124.42 feet distant from station 442+87.67 of said main base line; thence north $16^{\circ} 31' 11''$ east, 494.77 feet to a point on the westerly location line of the October 27, 1936 State highway alteration of U. S. Highway 5, bearing north $81^{\circ} 25' 57''$ east and 260.98 feet distant from station 447+21.07 of said main base line; thence following said location line, as hereby re-established, north $0^{\circ} 42' 16''$ west, (would be north $0^{\circ} 42' 33''$ east if referred to the system of bearings used in 1936) 13.94 feet to a point bearing north $81^{\circ} 25' 57''$ east and

260.72 feet distant from station 447+34.00 of said main baseline; thence north $11^{\circ} 06' 02''$ west, 198.33 feet to a point bearing north $81^{\circ} 25' 57''$ east and 251.96 feet distant from station 449+32.14 of said main baseline; thence by a curve to the left of 5800.00 feet radius, 545.13 feet to a point bearing north $74^{\circ} 46' 37''$ east and 241.16 feet distant from station 454+48.98 of said main baseline; thence north $22^{\circ} 00' 57''$ west, 234.65 feet to a point bearing north $74^{\circ} 46' 38''$ east and 213.40 feet distant from station 456+31.99 of said main baseline; thence northerly by a curve to the right, not tangent to the lineback, of 1385.07 feet radius, 283.44 feet to a point bearing north $66^{\circ} 02' 31''$ east and 213.48 feet distant from station 459+33.04 of said main baseline; thence north $15^{\circ} 19' 19''$ west, 67.73 feet to a point bearing north $66^{\circ} 02' 31''$ east and 223.65 feet distant from station 460+00.00 of said main baseline; thence leaving said 1936 location line and extending south $66^{\circ} 02' 31''$ west, 13.65 feet to a point bearing north $66^{\circ} 02' 31''$ east and 210.00 feet distant from said station 460+00.00; thence north $33^{\circ} 13' 21''$ west, 387.42 feet to a point bearing north $61^{\circ} 03' 56''$ east and 160.00 feet distant from station 463+69.00 of said main baseline; thence north $35^{\circ} 53' 22''$ west, 402.19 feet to a point bearing north $52^{\circ} 53' 15''$ east and 143.75 feet distant from station 467+50.00 of said main baseline; thence north $52^{\circ} 53' 15''$ east, 63.00 feet to a point again on said 1936 location line bearing north $52^{\circ} 53' 15''$ east and 206.75 feet distant from said station 467+50.00; thence following said 1936 location line as hereby re-established north $53^{\circ} 53' 04''$ west, 314.65 feet to a point bearing north $46^{\circ} 05' 48''$ east and 129.83 feet distant from station 470+36.68 of said main baseline; thence north $54^{\circ} 20' 48''$ west, 990.38 feet to a point bearing north $32^{\circ} 48' 30''$ east and 121.44 feet distant

from station 479+99.54 of said main base line; thence north $55^{\circ} 31' 18''$ west, 253.12 feet to a point bearing north $32^{\circ} 48' 21''$ east and 128.82 feet distant from station 482+52.55 of said main base line; thence by a curve to the right of 1231.00 feet radius, 289.19 feet to a point bearing north $32^{\circ} 48' 21''$ east and 170.98 feet distant from station 485+37.98 of said main base line; thence leaving said 1936 location line, north $56^{\circ} 55' 02''$ west, 553.01 feet to a point bearing north $32^{\circ} 48' 46''$ east and 173.62 feet distant from station 490+91.00 of said main base line; thence south $32^{\circ} 48' 46''$ west, 50.00 feet to a point bearing north $32^{\circ} 48' 46''$ east and 123.62 feet distant from said station 490+91.00; thence north $56^{\circ} 55' 02''$ west, 188.54 feet to a point at the end of the layout, on the dividing line between the Town of Easthampton, County of Hampshire and the City of Holyoke, County of Hampden, said point bearing north $53^{\circ} 00' 57''$ east and being 132.68 feet distant from the point of ending of the main base line hereinbefore described, shown on plan as station 493+25.36.

The southerly end of the State highway hereby laid out is defined by a line bearing south $68^{\circ} 22' 40''$ east and 302.00 feet in length, extending between the points of beginning of the westerly and easterly location lines hereinbefore described.

The northerly end of the State highway hereby laid out is defined by that portion of the dividing line between the Town of Easthampton, County of Hampshire and the City of Holyoke, County of Hampden, bearing north $53^{\circ} 00' 57''$ east and 351.04 feet in length, extending between the points of ending of the westerly and easterly location lines hereinbefore described.

The location lines of the State highway, laid out as hereinbefore described, are to be further defined by bounds set thereon at angle points, points of curvature, at the points of beginning thereof and at intermediate points thereon as follows:

- (a) On the westerly location line at points thereon, bearing north $64^{\circ} 49' 00''$ west and 194.94 feet distant from station 329+00.12 of said main baseline; north $68^{\circ} 16' 12''$ west and 222.89 feet distant from station 349+15.85 of said main baseline; bearing north $57^{\circ} 44' 36''$ west and 181.06 feet distant from station 372+84.62 of said main baseline; bearing north $67^{\circ} 27' 11''$ west and 171.32 feet distant from station 398+99.12 of said main baseline; bearing north $81^{\circ} 32' 45''$ west and 188.36 feet distant from station 437+40.66 of said main baseline; bearing south $52^{\circ} 53' 15''$ west and 292.73 feet distant from station 466+87.16 of said main baseline; and bearing south $32^{\circ} 48' 21''$ west and 209.21 feet distant from station 485+00.00 of said main baseline.
- (b) On the easterly location line at points thereon bearing south $67^{\circ} 22' 29''$ east and 189.41 feet distant from station 297+01.99 of said main baseline; ~~bearing south $67^{\circ} 22' 29''$ east and 189.41 feet distant from station 297+01.99 of said main baseline;~~ bearing south $60^{\circ} 59' 36''$ east and 180.21 feet distant from station 309+23.22 of said main baseline; bearing south $64^{\circ} 49' 06''$ east and 201.90 feet distant from station 328+94.18 of said main baseline; and bearing south $63^{\circ} 15' 51''$ east and 212.60 feet distant from station 348+89.02 of said main baseline.

The right of access to and egress from the State highway location hereby laid out is limited, being allowed across the location lines thereof, hereinbefore described only as follows:

1. Free access to and egress from said location is allowed:
 - (a) Across the line defining the southerly end thereof for its entire length.
 - (b) Across the line defining the northerly end thereof for its entire length.

- (c) Across the easterly location line between a point thereon bearing south $67^{\circ} 30' 42''$ east and 184.43 feet distant from station 304+11.17 of said main baseline and a point thereon bearing south $67^{\circ} 30' 42''$ east and 186.71 feet distant from station 305+00.22 of said main baseline.
- (d) Across the westerly location line between points thereon bearing north $80^{\circ} 39' 41''$ west each and being 151.31 feet and 176.88 feet distant respectively from stations 303+15.00 and 307+29.77 of said main baseline.
- (e) Across the easterly location line within the limits of the existing location of Reservation Road.
- (f) Across the westerly location line between a point thereon bearing north $53^{\circ} 12' 34''$ west and 187.06 feet distant from station 406+95.00 of said main baseline and a point thereon bearing north $47^{\circ} 21' 02''$ west and 191.95 feet distant from station 407+31.00 of said main baseline.
- (g) Across the easterly location line between points thereon bearing south $81^{\circ} 43' 15''$ east each and being 155.16 feet and 141.12 feet distant respectively from stations 441+69.06 and 442+38.70 of said main baseline.
- (h) Across the westerly location line between a point thereon bearing north $83^{\circ} 51' 29''$ west and 167.16 feet distant from station 441+69.06 of said main baseline and a point thereon bearing north $81^{\circ} 43' 15''$ west and 169.49 feet distant from station 442+38.67 of said main baseline.

The above mentioned access-egress items are indicated on the plan hereinafter referred to.

In connection with the laying out of the State highway as hereinbefore described, it is necessary to lay out two sections of highway on behalf of the City of Holyoke. Said sections of highway, designated on the plan hereinafter referred to as Section 1 and Section 2 are hereby laid out on behalf of said City of Holyoke under the provisions of Chapter 443 of the Acts of 1943, being described as follows:

The first section of highway hereby laid out on behalf of the City of Holyoke consists of establishing a location for a roadway extending from the westerly side of U.S. Highway 5 to the easterly location line of the State highway hereinbefore described.

The southwesterly location line of the first section of highway hereby laid out on behalf of the City of Holyoke begins at a point on the westerly location line of the October 30, 1962 State highway alteration on U.S. Highway 5, said point bearing north $84^{\circ} 46' 56''$ west and being 52.16 feet distant from station 42+80.00 of the baseline of location of the aforesaid 1962 State highway alteration and extends thence, leaving said location line north $33^{\circ} 27' 51''$ west 60.73 feet to a point bearing south $21^{\circ} 12' 30''$ west and 35.00 feet distant from station 39+00.85 of auxiliary baseline "P" hereinbefore described, thence parallel to said auxiliary baseline "P" and 35.00 feet distant therefrom to the point of ending, on the easterly location line of the State highway hereinbefore described, said point bearing south $67^{\circ} 30' 42''$ east and being 184.43 feet distant from station 304+11.17 of the main baseline hereinbefore described.

The northeasterly location line of the first section of highway hereby laid out on behalf of the City of Holyoke begins at a point on the westerly location line of the October 30, 1962 State highway alteration on U.S. Highway 5, said point bearing north $84^{\circ}46'56''$ west and being 49.44 feet distant from station 41+13.00 of the baseline of location of the aforesaid October 30, 1962 State highway alteration and extends thence, leaving said location line, south $56^{\circ}14'32''$ west, 51.26 feet to a point bearing north $84^{\circ}46'50''$ west and 89.29 feet distant from station 41+45.24 of said October 30, 1962 State highway alteration baseline; thence westerly to northwesterly by a curve of 165.00 feet radius, 96.88 feet to a point bearing north $35^{\circ}37'47''$ east and 35.00 feet distant from station 37+75.00 of auxiliary baseline "P" hereinbefore described; thence parallel to said auxiliary baseline "P" and 35.00 feet distant therefrom to the point of ending, on the easterly location line of the State highway hereinbefore described, said point bearing south $67^{\circ}30'42''$ east and being 186.71 feet distant from station 305+00.22 of the main baseline hereinbefore described.

The second section of highway hereby laid out on behalf of the City of Holyoke consists of relocating a portion of an existing road adjacent to the westerly location line of the State highway layout hereinbefore described, being more fully described as follows:

The location line of the second section of highway hereby laid out on behalf of the City of Holyoke begins at a point on the westerly location line of the State highway layout hereinbefore described, said point bearing north $60^{\circ} 39' 44''$ west and being 171.31 feet distant from station 306+15.00 of the main baseline, hereinbefore described, and extends thence leaving said location line, north $60^{\circ} 39' 44''$ west 46.76 feet to a point bearing north $60^{\circ} 39' 44''$ west and 218.07 feet distant from said station 306+15.00; thence north $12^{\circ} 00' 00''$ east 88.95 feet; thence north $29^{\circ} 26' 05''$ east 56.27 feet to a point bearing north $60^{\circ} 39' 44''$ west and 244.49 feet distant from station 307+56.18 of the main baseline hereinbefore described; thence south $60^{\circ} 39' 44''$ east 66.20 feet to a point on the westerly location line of the State highway layout hereinbefore described bearing north $60^{\circ} 39' 44''$ west and 178.28 feet distant from said station 307+56.18; thence following said westerly State highway location line, southwesterly by a curve to the left of 5425.00 feet radius 141.36 feet to the point of beginning.

The location lines of the sections of highway hereby laid out on behalf of the City of Holyoke are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof.

Easements are hereby taken in the parcels of land hereinafter described as Parcels 3-R-1 to 3-R-3 inclusive. Said easements are taken in behalf of owners of land whose rights of access thereto and egress therefrom would otherwise become inoperative due to the limited access provisions of the State highway layout hereinbefore described. Said easements are permanent in nature and consist of the right to enter upon said land at any time to construct thereon and to maintain and use a roadway with necessary facilities.

Parcel 3-R-1. A parcel of land supposed to be owned by the Mt. TOWN STATE RESERVATION COMMISSION, the aforesaid rights therein being hereby taken on behalf of Patrick J. Kennedy Jr., and of the Holyoke Country Club, Inc. adjoins the westerly location line of the State highway layout hereinbefore described and is bounded easterly by said State highway location, about 82 feet; southerly by land now or formerly of Patrick J. Kennedy Jr., about 68 feet; westerly by other land of said Commission about 82 feet and northerly by land now or formerly of ^{The} Holyoke Country Club, Inc. about 68 feet; containing about 5330 square feet.

Parcel 3-R-2. A parcel of land supposed to be owned by MOUNTAIN PARK AMUSEMENT CO., adjoins the westerly location line of the State highway layout hereinbefore described and extends from the northerly end of the second section of City highway hereinbefore described to a private way about opposite station 319+50 of the

aforesaid main baseline and about 560 feet distant northwesterly therefrom. The aforesaid rights therein are hereby taken on behalf of Daniel O'Connell's Sons Inc. and Mt. Tom Ski Area, Inc. Said parcel is bounded southeasterly by said State highway location about 403 feet; southwesterly by the aforesaid second section of City highway 66.20 feet; westerly by other land of said Amusement Co. about 1423 feet; northeasterly by said private way about 180 feet; easterly and northeasterly by other land of said Amusement Co. about 890 feet, and about 15 feet respectively; containing about 1.67 acres.

Parcel 3-R-3. A parcel of land supposed to be owned by MOUNTAIN PARK AMUSEMENT CO., the aforesaid rights therein being hereby taken on behalf of the City of Holyoke Water Commissioners, adjoining the westerly location line of the State highway layout hereinbefore described, being more fully described as follows:

The location line of the easement hereby taken on behalf of the City of Holyoke Water Commissioners begins at a point on the westerly location line of the State highway layout hereinbefore described bearing north 67° 25' 59" west and 133.03 feet distant from station 297+43.00 of the main baseline hereinbefore described, and extends thence, leaving said westerly State highway location line, north 5° 58' 53" east 166.95 feet to a point bearing north 67° 25' 59" west and 180.67 feet distant from station 299+03.00 of said main baseline; thence north 22° 00' 00" east 543.74 feet; thence by a

curve to the left of 375.00 feet radius 65.46 feet; thence north $12^{\circ} 00' 00''$ east 132.13 feet to a point on the location line of the second section of the highway laid out on behalf of the City of Holyoke, hereinbefore described, said point bearing north $60^{\circ} 30' 44''$ west and being 218.07 feet distant from station 308+15.00 of said main baseline; thence south $60^{\circ} 39' 44''$ east in part following said City location line 46.76 feet and in part following the westerly location line of the State highway layout hereinbefore described (40.00 feet) to a point bearing north $60^{\circ} 39' 44''$ west and 131.31 feet distant from ^{said} station 308+15.00; thence still following said westerly State highway location line, south $23^{\circ} 51' 06''$ west 351.38 feet to a point bearing north $67^{\circ} 30' 42''$ west and 138.10 feet distant from station 302+79.35 of said main baseline; thence still following said westerly State highway location line south $21^{\circ} 59' 54''$ west 536.19 feet to the point of beginning; containing about 0.96 acres.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, of Chapter 580 of the Acts of 1961 and of Chapter 718 of the Acts of 1956, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the City of Holyoke, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 3-1 to 3-3 inclusive, 3-5 to 3-36 inclusive, 3-36A, 3-37 to 3-45 inclusive, and 3-47, shown on the plan hereinafter referred to,

being set forth in the schedule of awards hereinafter contained, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

For the purpose of laying out, constructing and maintaining the sections of City highway above described, the Department of Public Works, on behalf of the City of Holyoke, does hereby take in fee simple, under the provisions of Chapter 79 of the General Laws, of Chapter 590 of the Acts of 1961 and of Chapter 718 of the Acts of 1956, Parcels 3-1-C to 3-3-C inclusive, shown on the plan hereinafter referred to, including all trees and structures located thereon, situated in the City of Holyoke, County of Hampden, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

The State highway hereby laid out, the sections of City highway hereby laid out and the aforesaid takings are shown on a plan, signed by E. J. McCarthy, Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke Hampden County Laid out as a State Highway by the Department of Public Works November 6, 1962 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

Certain parcels of land included in this taking are registered land, and are shown on the plan hereinbefore referred to as Parcels 3-19, 3-20, 3-21, and 3-32, said land being registered in the Land Court, at Boston, and recorded in the Registered Land Division of the Registry of Deeds for Hampden County, at Springfield as follows:

<u>Parcel No.</u>	<u>Owner</u>	<u>Book No.</u>	<u>Page No.</u>	<u>Certificate No.</u>
3-19	Philip H. & Edith K. Clarke	18	77	3517
3-20	Philip H. & Edith K. Clarke	18	79	3519
3-21	Ernest & Helen C. Bourque	37	110	7350
3-32	Frank H. Cataldo	52	151	10391

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
3-1	Holyoke Water Commissioners	4.03 acres	\$1.00
3-2	Mountain Park Amusement Co.	44.10 acres	1.00
3-3	Daniel O'Connell's Sons Inc.	8250 sq.ft.	1.00
3-5	Angeline Authier	243 sq.ft.	1.00
3-6	Baker Bldg. of Springfield Inc.	17.70 acres	1.00
3-7	Edna C. Benoit	0.77 acres	1.00
3-8	Edna C. Benoit	0.92 acres	1.00
3-9	Everett C. Wall	0.65 acres	1.00
3-10	Heirs of John P. Buckley	113 sq.ft.	1.00
3-11	City of Holyoke	4334 sq.ft.	1.00
3-12	Heirs of Henry A. Wing	2080 sq.ft.	1.00
3-13	City of Holyoke	5000 sq.ft.	1.00
3-14	Andrew Orsini & Edward W. Lamory	9440 sq.ft.	1.00
3-15	Estelle M. Curley	10,000 sq.ft.	1.00
3-16	John B. & Estelle A. Reynolds	0.46 acres	1.00
3-17	Wawrzyniec Kulig	0.92 acres	1.00
3-18	John B. & Estelle A. Reynolds	0.37 acres	1.00
3-19	Philip H. & Edith K. Clarke	1.89 acres	1.00
3-20	Philip H. & Edith K. Clarke	2.29 acres	1.00
3-21	Ernest & Helen C. Bourque	0.95 acres	1.00
3-22	George M. Greene	12.55 acres	1.00
3-23	George A. & Evelyn May Berube	0.45 acres	1.00
3-24	Bob-Dee Realty Corp.	8.85 acres	1.00
3-25	John J. and Anna C. Czerwiec	1.77 acres	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
3-26	William R. & Elaine Marie Parry	0.28 acres	\$1.00
3-27	Wallace A. & Albertine Choquette	1.01 acres	1.00
✓ 3-28	Mt. Tom State Reservation Commission	2.36 acres	1.00
3-29	Herbert K. & Esther P. Hill	736 sq.ft.	1.00
3-30	Heirs of George H. Sinclair	2.01 acres	1.00
3-31	John Robert E. & Bernice C. Parfitt	3.31 acres	1.00
3-32	Frank H. Cataldo	5.56 acres	1.00
✓ 3-33	Mt. Tom State Reservation Commission	13.73 acres	1.00
3-34	Patrick J. Kennedy Jr.	3.94 acres	1.00
✓ 3-35	Mt. Tom State Reservation Commission	0.56 acres	1.00
3-36	Holyoke Country Club Inc.	3.14 acres	1.00
3-36A	Holyoke Country Club Inc.	18606 sq.ft.	1.00
3-37	Daniel O'Connell's Sons Inc.	13.44 acres	1.00
3-38	Holyoke Country Club Inc.	2.90 acres	1.00
3-39	Lorenzo J. Pasquinnucci	3.04 acres	1.00
3-40	Donald H. Hosie	1.42 acres	1.00
3-41	William A. Underwood	6.43 acres	1.00
3-42	Katherine Hatoz	0.51 acres	1.00
✓ 3-43	Mt. Tom State Reservation Commission	6.93 acres	1.00
3-44	Julia Symansky	1096 sq.ft.	1.00
3-45	Heirs of Henry A. Wing, Edna C Benoit, Patrick Coughlin, Anna P. & Annie E. Garvey, and Heirs of John M. Henderson	0.95 acres	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
3-47	Katherine Hatez	1.10 acres	\$1.00
3-1-C	Mountain Park Amusement Co.	0.20 acres	1.00
3-2-C	Mountain Park Amusement Co.	3.62 acres	1.00
3-3-C	Holyoke Water Power Co.	0.79 acres	1.00
3-R-1	Mt. Tom State Reservation Commission	5330 sq.ft.	1.00
3-R-2	Mountain Park Amusement Co.	1.67 acres	1.00
3-R-3	Mountain Park Amusement Co.	0.96 acres	1.00

The names of owners herein given, although supposed to be correct are such only as matters of opinion and belief.

It is therefore

Voted; that said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way, in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted; that the Secretary of the Department of Public Works be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out said sections of City way in accordance with said plan.

Dated at Boston this sixth day of November, 1962.

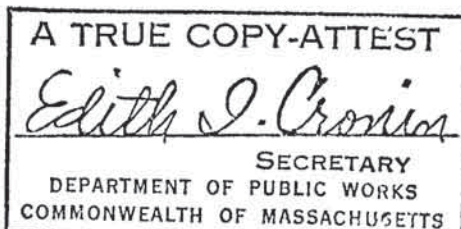
Department

George C. Toumpouras

of

Clarence S. Wilkinson

Public Works



HOLYOKE - 1962 LAYOUT - SHEET 2 OF 19 SHEETS
(LIMITED ACCESS)

Parcel 3-R-3
MOUNTAIN PARK AMUSEMENT CO.
Area about 0.96 Acres

Parcel 3-R-2
MOUNTAIN PARK AMUSEMENT CO.
Area about 44.16 Acres

Parcel 3-2
MOUNTAIN PARK AMUSEMENT CO.
Area about 44.16 Acres

Parcel 3-2-C
MOUNTAIN PARK AMUSEMENT CO.
Area about 3.62 Acres

END OF 1962
CITY LAYOUT IN HOLYOKE
(SECTION 1)

Parcel 3-2-C
MOUNTAIN PARK AMUSEMENT CO.
Area about 3.62 Acres

END OF 1962
ITY LAYOUT IN HOLYOKE
(SECTION 1)

Parcel 3-R-3
MOUNTAIN PARK AMUSEMENT CO.
Area about 0.96 Acres

LINE OF
N 22° 00' 00" E

ENT - 542.74

—

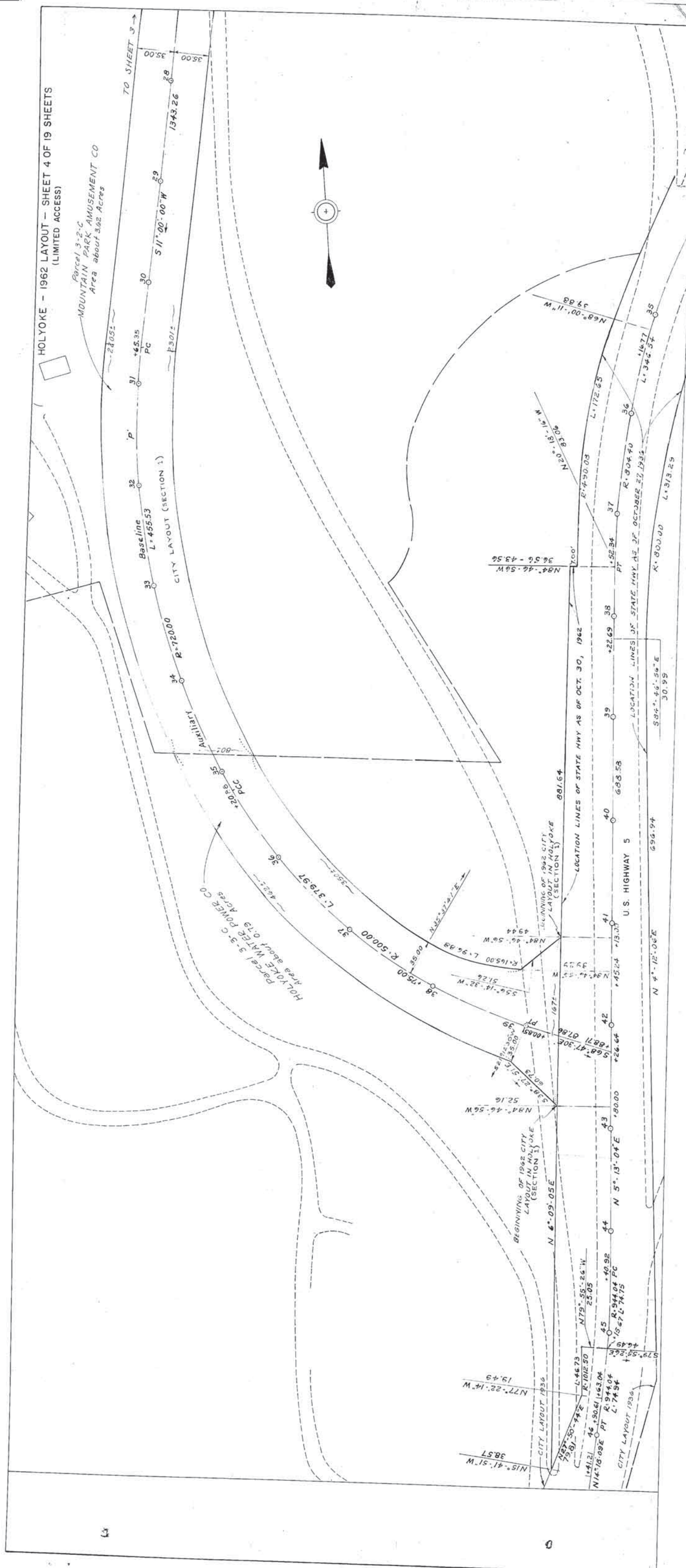
271

IN PARK AMUSEMENT CO.
about 0.20 Acres

35971

57.995
27.995

Caution



$$L = 1263.94'$$
[illegible]

N 35°-13'-20" F

Int.	Bd.
------	-----

$$L = 1238.74'$$

No Access

R= 4663.00'

565.59'

3626:

~~N 54° 59' 53" W~~
~~180° 66'~~

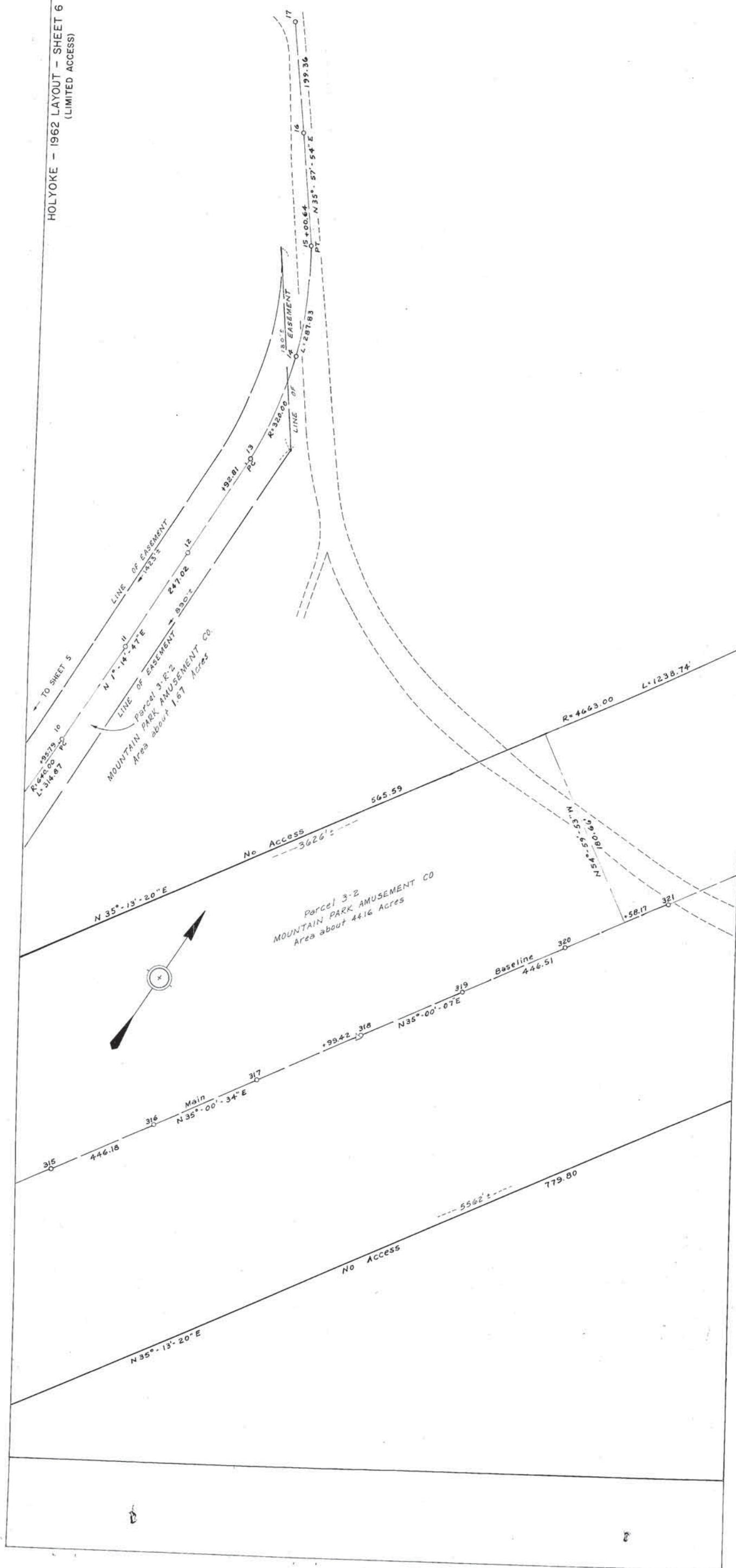
Parcel 3-2
MOUNTAIN PARK AMUSEMENT CO.
Area about 44.164 acres

N 35°-13'-20" E

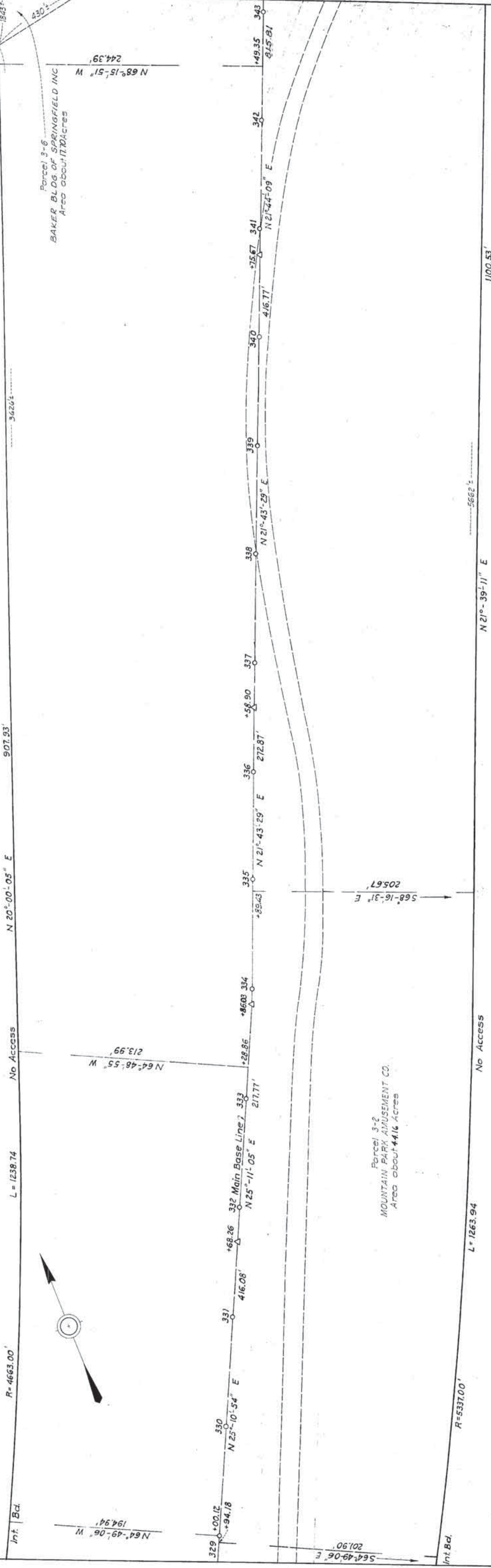
779.80'

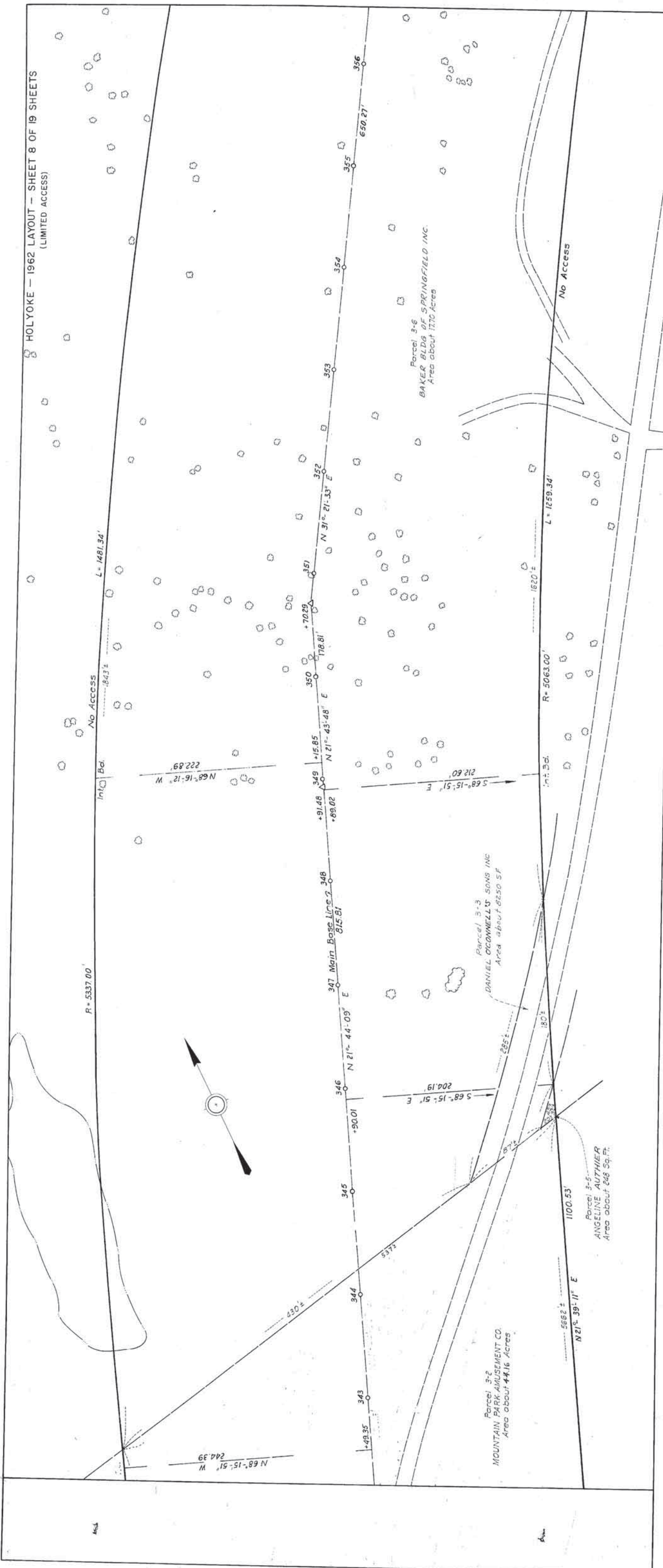
No Access

$$L = 1263.94'$$

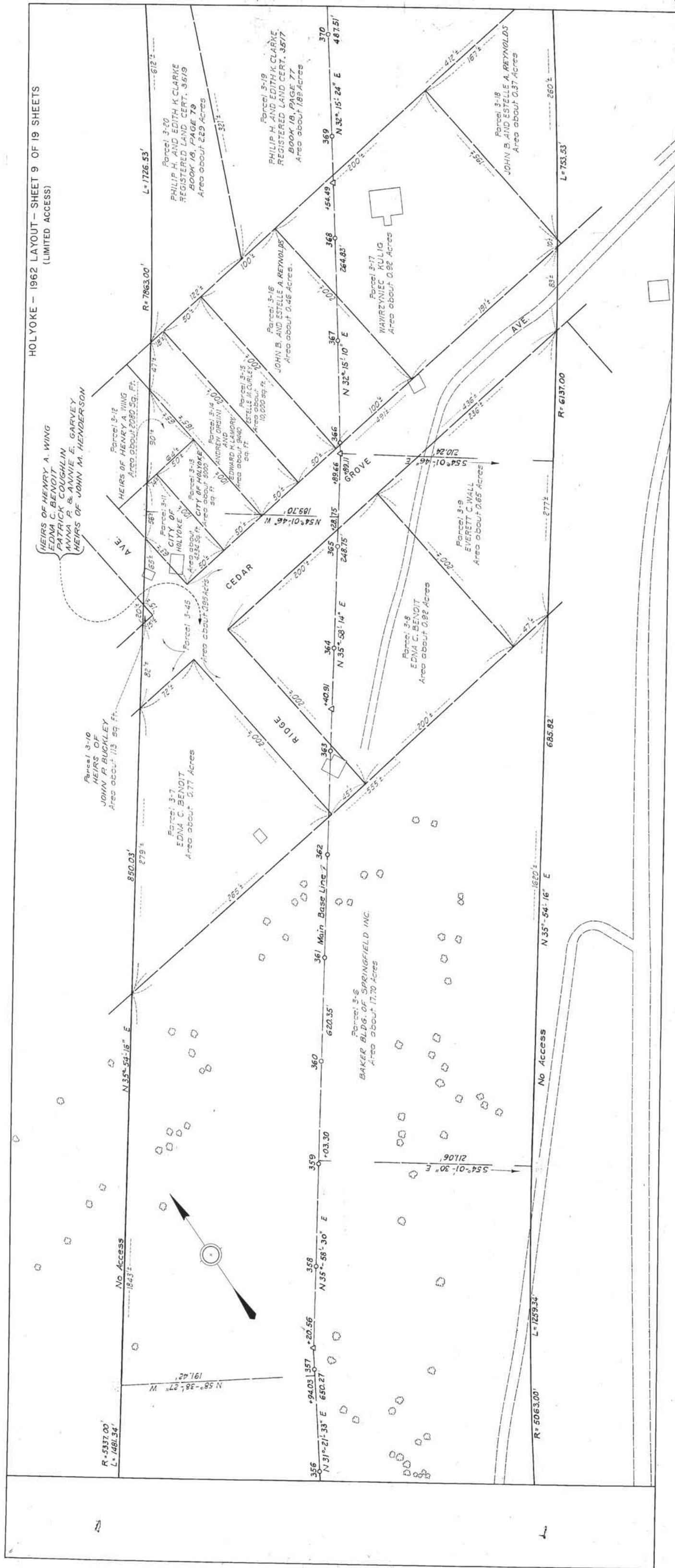


HOLYOKE — 1962 LAYOUT — SHEET 7 OF 19 SHEETS
(LIMITED ACCESS)

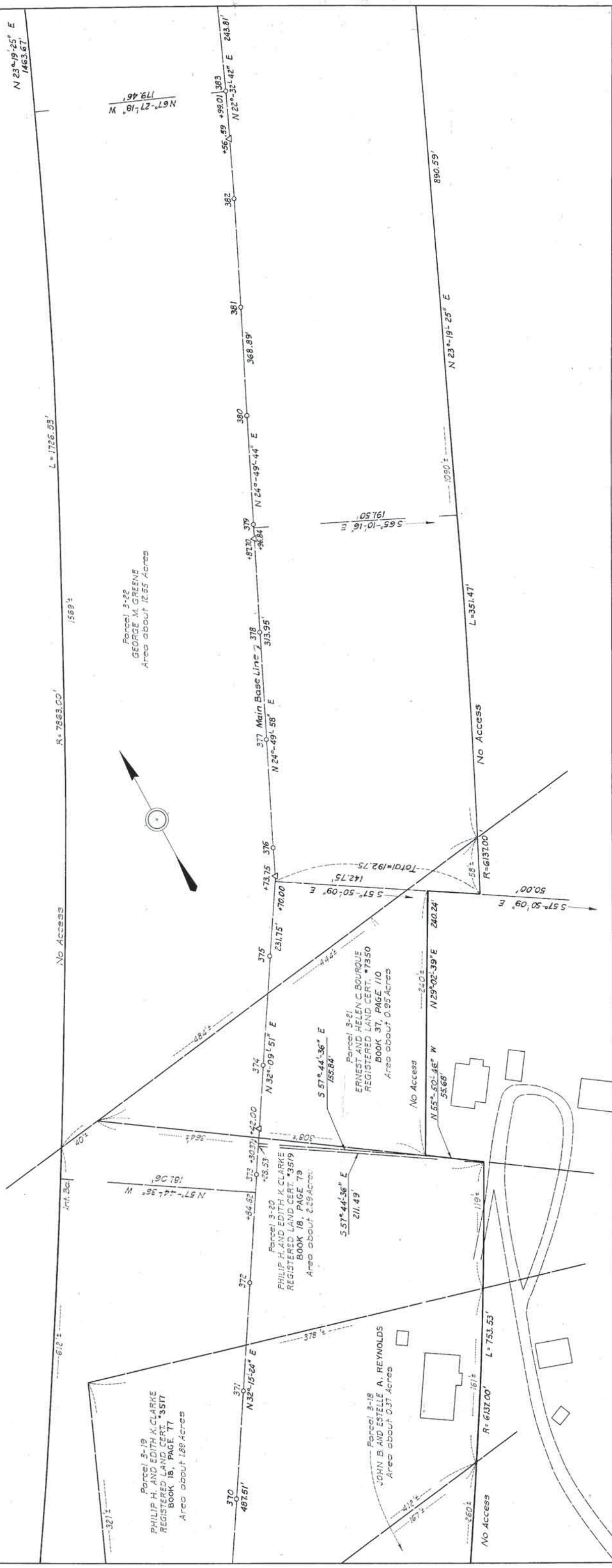




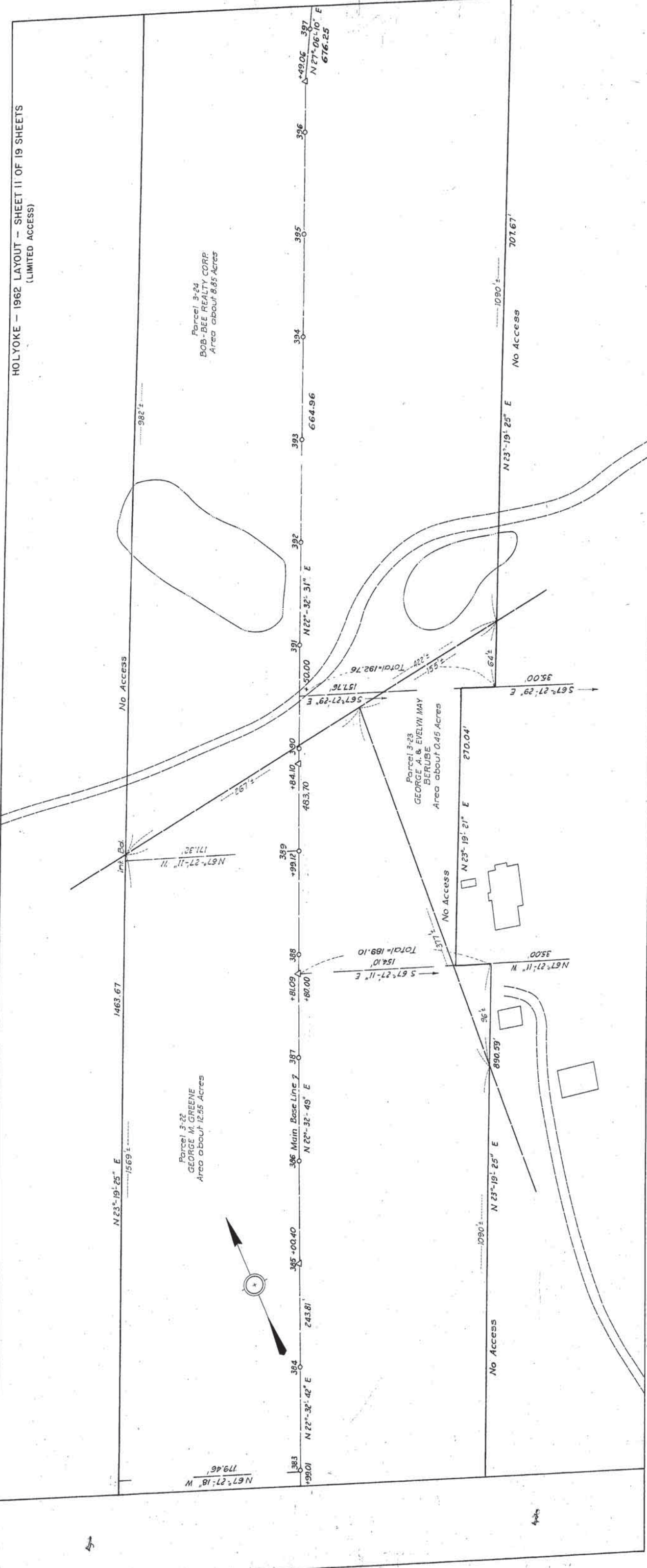
HEIRS OF HENRY A. WING
EDNA C. BENOIT
PATRICK COUGHLIN
ANNA P. & ANNIE E. GARVEY
HEIRS OF JOHN M. HENDERSON

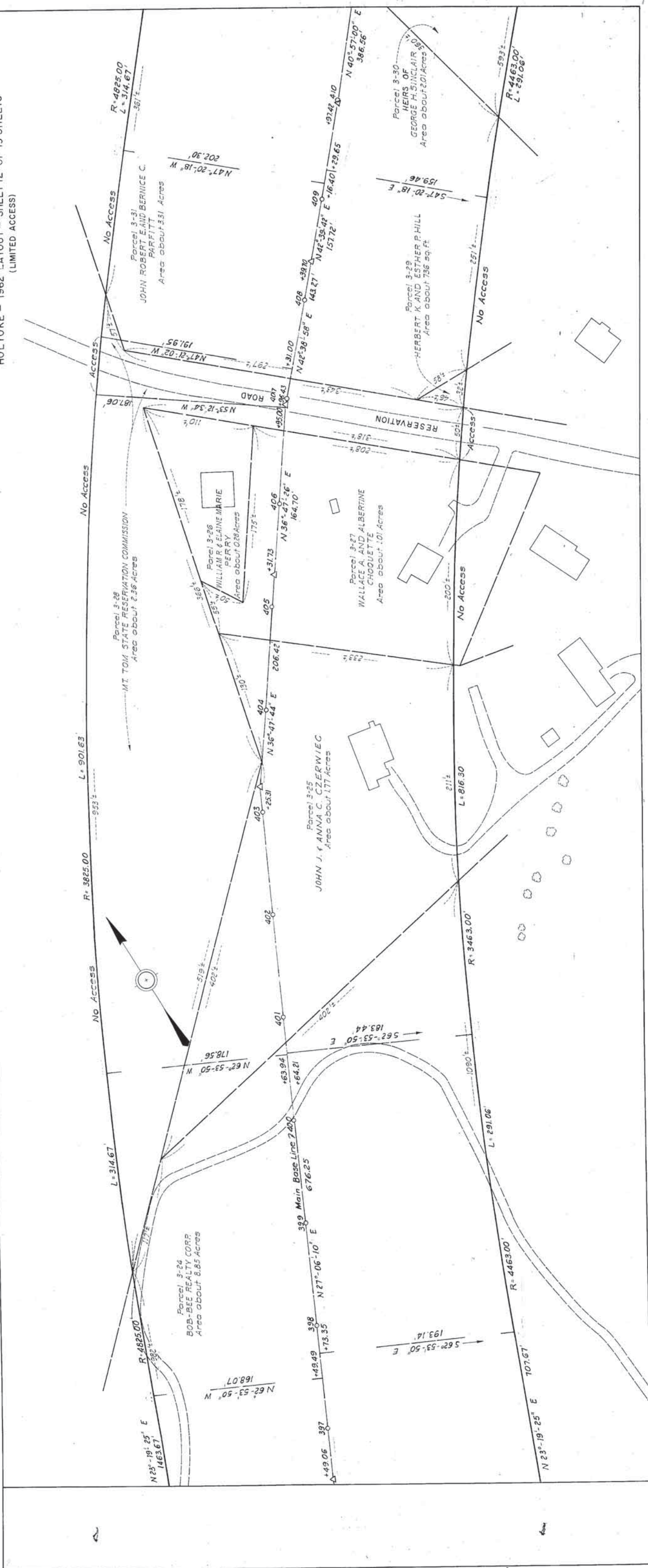


HOLYOKE - 1962 LAYOUT - SHEET 10 OF 19 SHEETS
(LIMITED ACCESS)

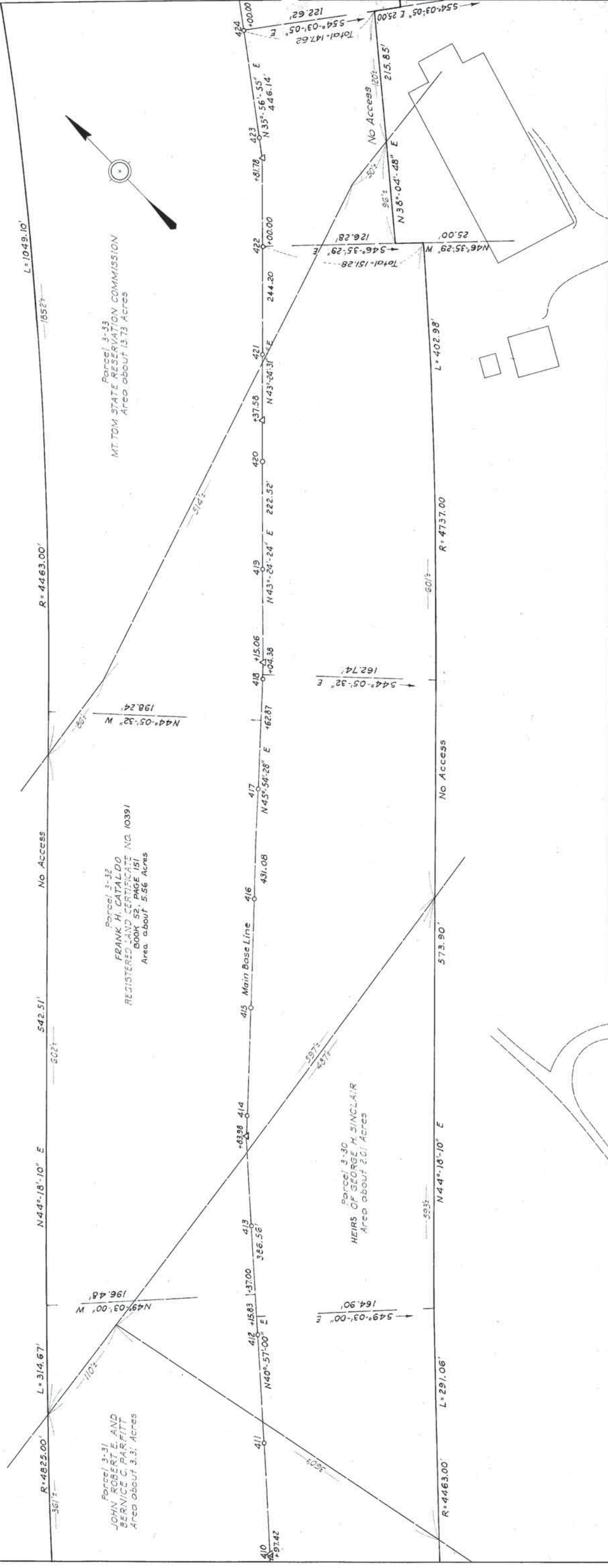


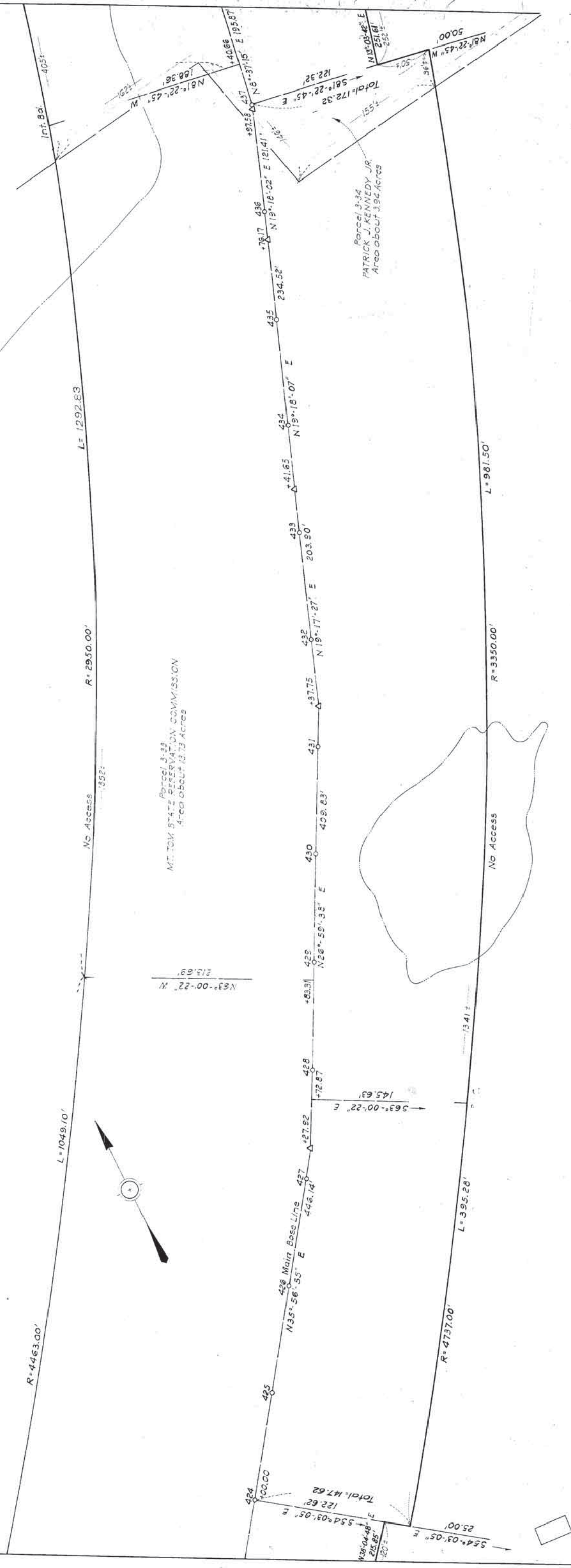
HOLYOKE - 1962 LAYOUT - SHEET 11 OF 19 SHEETS
(LIMITED ACCESS)





HOLYOKE - 1962 LAYOUT - SHEET 13 OF 19 SHEETS
(LIMITED ACCESS)





Parcel 3-36A
HOLYOKE COUNTRY CLUB INC.
Area about 1860 Sq. ft.

Parcel 3-37
DANIEL O'CONNELL'S SONS INC.
Area about 13.44 Acres

Parcel 3-36
HOLYOKE COUNTRY CLUB INC.
Area about 3.14 Acres

Oct 27, 1936 Alteration

86 State Highway location

30510

HOLYOKE - 1962 LAYOUT - SHEET 16 OF 19 SHEETS
(LIMITED ACCESS)

L=1716.06'

No Access

R=2870.00'

S 71°-31'-06" W
60.00'

No Access

R=2980.00'

Parcel 3-35A
HOLYOKE COUNTRY CLUB INC.
Area about 1860 Sq. Ft.

L=709.07'

Parcel 3-37
DANIEL O'CONNELL'S SONS INC.
Area about 1344 Acres

Total 11229.02'
S 71°-31'-06" W
149.02'

571°-31'-06" W
60.00'

450

N 8°-34'-03" W

451

402.42'

N 15°-13'-23" W

452

403

N 15°-13'-23" W

454

+48.98'

506.60'

455

+60.00'

456

N 15°-13'-28" W

457

+26.71'

128.61'

+50.00'

+55.32'

458

N 23°-57'-29" W

459

209.23'

+33.04'

460

100.00'

N 23°-57'-08" W

461

268.51'

462

+33.06'

N 28°-58'-04" W

463

+65.00'

298.08'

464

N 61°-03'-56" W

160.00'

N 35°-53'-22" W

402.19'

92.14'

Parcel 3-39
LORENZO J. PASQUINUCCI
Area about 8.04 Acres

EXCLUDED AREA

N 33°-13'-21" W

295.14'

387.42'

Access

No

13.65'

M.H.B.

N 15°-19'-19" W

223.65'

N 66°-02'-31" E

210.00'

213.48'

N 66°-02'-31" E

213.40'

N 74°-46'-38" E

213.40'

M.H.B.

R=1385.07'

L=263.44'

234.65'

N 22°-00'-57" W

No Access

L=545.13'

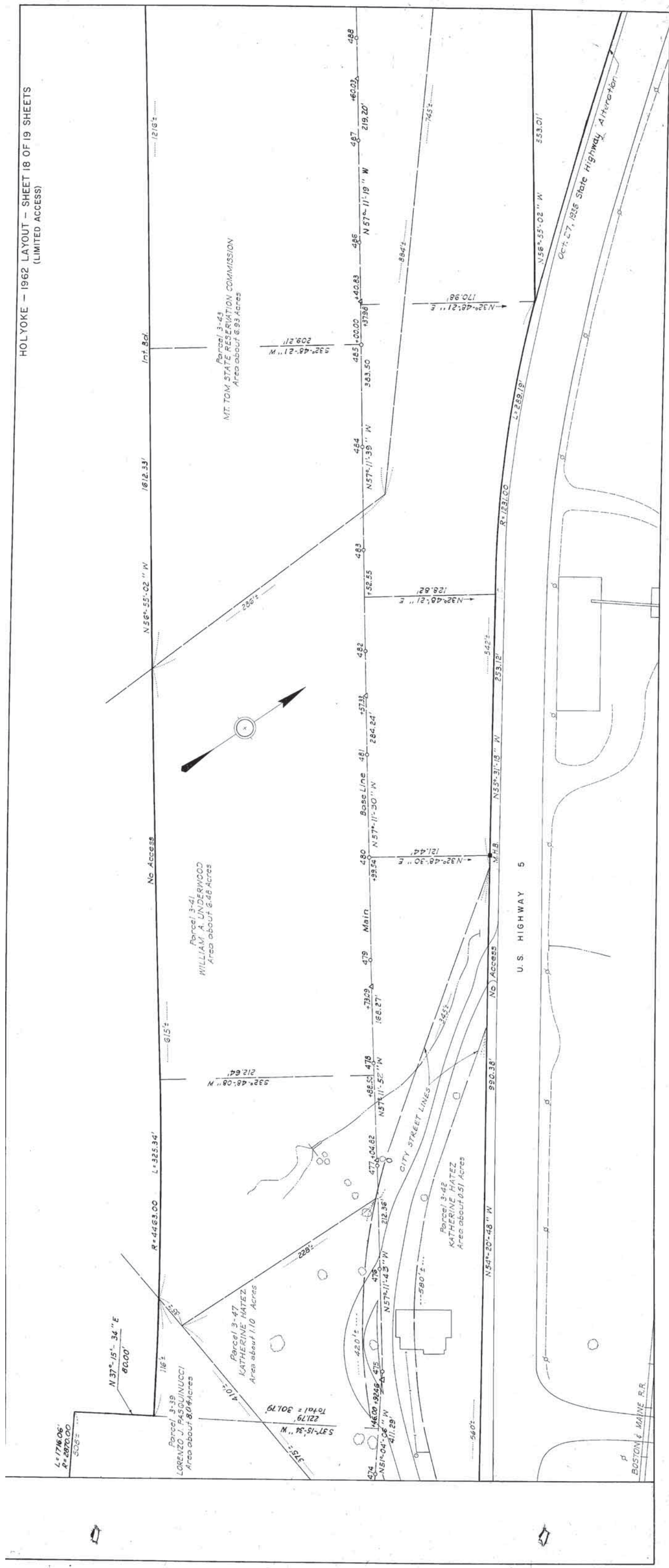
R=5600.00'

Oct 27, 1936 Alteration

U. S. HIGHWAY 5

BOSTON & MAINE R.R.

BOSTON & MAINE R.R.



1964

Holyoke



STATE HIGHWAY LAYOUT #5395
I-91, Whitney Ave. northerly 5 miles to end of layout #5313

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INDEXING

STATE HIGHWAY LAYOUT #5395

- Image Info** SH59012 Holyoke
- Image Info** SH59012 I-91
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The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Holyoke
Layout No. 5395

May 5, 1964.

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon certificates dated May 5, 1964, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a limited access State highway a new or existing way in Holyoke, and has laid out six sections of highway in behalf of the City of Holyoke, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and votes of the Commissioners relative to the laying out and taking charge of said new or existing way as a limited access State highway, and the laying out of said sections of highway in behalf of the city, is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

Edith J. Cronin

Department Secretary

EIC/ml

Enclosures

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

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Layout No. 5395

and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on September 19, 1958, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of, as a limited access State highway, a road in the City of Holyoke, County of Hampden.

The layout consists of establishing a new State highway location, with limited access provisions, for a portion of Interstate Route 91, beginning at the northeasterly street line of Whitney Avenue and extending thence northerly about 4.823 miles to the southerly end of the February 26, 1963 State highway layout (Layout No. 5313) on Interstate Route 91, being more fully described as follows:

The main base line of location for the State highway hereby laid out begins at a point shown on plan as station 17+82.37 and extends thence N 13-28-17 W, 291.66 feet, thence by a curve to the right of 8000.00 feet radius, 4502.54 feet; thence N 18-46-32 E, 2509.82 feet; thence by a curve to the left of 10000.00 feet radius, 3918.63 feet; thence N 3-40-35 W, 2796.84 feet; thence by a curve to the right of 2000.00 feet radius, 1497.55 feet; thence N 39-13-31 E, 1003.64 feet; thence by a curve to the left of 3000.00 feet radius, 3407.43 feet; thence N 25-51-07 W, 1136.05 feet; thence by a curve to the right of 3800.00 feet radius, 3595.01 feet; thence in part following the base line of location of the aforesaid February 26, 1963 State highway layout, N 28-21-11 E, 859.48 feet; thence by a curve to the left

of 6000.00 feet radius, 698.98 feet to the point of ending thereof, shown on plan as station 280 said point being identical with station 280 of the base line of location of said 1963 layout.

The length of State highway hereby laid out is about 25,467 feet.

An auxiliary base line for Lower Westfield Road begins at a point in the existing roadway of said Road, shown on plan as station 105+99.84 and extends thence easterly, by a curve to the left of 800.00 feet radius, 42.74 feet; thence N 76-29-10 E, 104.83 feet; thence by a curve to the right of 800.00 feet radius, 175.93 feet; thence N 89-05-35 E, 918.77 feet; thence N 84-28-35 E, 177.89 feet to the point of ending thereof, in the existing roadway of said Lower Westfield Road, shown on plan as station 120+20.00.

Note: Station 112+92.09 of the Lower Westfield Road base line is identical with station 47+85.26 of the main base line hereinbefore described.

An auxiliary base line for the relocation of Westfield Road begins at a point in the existing roadway of said Road, shown on plan as station 0+00.00 and extends thence N 85-29-47 E, 275.88 feet; thence by a curve to the left of 640.00 feet radius, 753.92 feet; thence N 18-00-04 E, 121.94 feet; thence by a curve to the right of 640.00 feet radius, 191.07 feet; thence N 35-06-25 E, 57.19 feet to the point of ending thereof, in the existing roadway of said Westfield Road, shown on plan as station 14.

Note: Station 6+40.79 of the relocation base line of Westfield Road is identical with station 112+31.87 of the main base line hereinbefore described.

An auxiliary base line "X" begins at a point in the junction of Norwood Terrace and Cherry Street shown on plan as station 41+40.52

and extends thence N 68-37-00 W, 404.52 feet; thence by a curve to the right of 720.00 feet radius; 270.05 feet; thence N 47-07-35 W, 452.60 feet; thence by a curve to the left of 560.00 feet radius, 412.85 feet; thence N 89-22-00 W, 247.83 feet; thence by a curve to the right of 700.00 feet radius, 171.63 feet to the point of ending thereof in the existing roadway of said Cherry Street, shown on plan as station 61.

Note: Station 50+00.00 of said auxiliary base line "X" is identical with station 144+30.00 of the main base line hereinbefore described.

An auxiliary base line "M" begins at a point shown on plan as station 3+25.93, said point being identical with station 57+47.35 of auxiliary base line "X", hereinbefore described and extends thence N 0-38-00 E, 364.94 feet; thence by a curve to the right of 207.00 feet radius, 149.03 feet; thence by another curve to the right of 267.00 feet radius, 73.81 feet; thence N 57-43-23 E, 285.78 feet; thence by a curve to the left of 347.00 feet radius, 200.51 feet to the point of ending thereof shown on plan as station 14, said point bearing S 86-19-25 W and being 76.80 feet distant from station 156+19.58 of the main base line hereinbefore described.

An auxiliary base line No. 1 begins at a point shown on plan as station 0+00.00, said point being identical with station 43+75.00 of auxiliary base line "X", hereinbefore described and extends thence N 2-23-00 E, 100.17 feet; thence by a curve to the left of 240.00 feet radius, 126.64 feet; thence N 27-50-58 W, 376.40 feet; thence by a curve to the right of 1000.00 feet radius, 396.79 feet to the point of ending thereof, shown on plan as station 10.

An auxiliary base line "W" begins at a point on the existing westerly street line of Northampton Street shown on plan as station 41+27.79 and extends thence S 88-25-44 W, 1038.35 feet; thence by a curve to the right of 500.00 feet radius 348.84 feet; thence N 51-35-

51 W, 634.34 feet; thence by a curve to the right of 500.00 feet radius, 488.42 feet; thence N 4-22-15 E, 344.97 feet; thence by a curve to the left of 1000.00 feet radius, 343.05 feet; thence N 15-17-03 W, 324.24 feet to the point of ending thereof in the existing roadway of Easthampton Road shown on plan as station 76+50.00.

Note: Station 50+00.00 of said auxiliary base line "W" is identical with station 195+38.00 of the main base line hereinbefore described.

An auxiliary base line No. 2 begins at a point shown on plan as station 0+00.00, said point being identical with station 68+50.00 of auxiliary base line "W" hereinbefore described and extends thence N 85-37-45 W, 67.32 feet; thence by a curve to the left of 140.00 feet radius, 184.59 feet; thence S 18-49-32 W, 177.77 feet; thence by a curve to the right of 120.00 feet radius, 121.82 feet to the point of ending thereof, in the existing roadway of Old Jarvis Avenue, shown on plan as station 5+51.50.

An auxiliary base line for Old Jarvis Avenue begins at a point in the existing roadway of said Avenue shown on plan as station 100+00.00 said point being identical with station 5+51.50 of auxiliary base line No. 2 hereinbefore described and extends thence, easterly as shown on plan, by a curve to the right of 400.00 feet radius, 80.28 feet; thence N 88-29-32 E, 106.91 feet; thence by a curve to the right of 50.00 feet radius, 57.16 feet; thence S 26-00-28 E, 299.28 feet; thence S 63-59-32 W, 16.55 feet to the point of ending thereof shown on plan as station 105+60.18.

An auxiliary base line "V" begins at a point in the existing roadway of Easthampton Road shown on plan as station 43+60.00 and extends thence S 88-01-27 W, 210.28 feet; thence by a curve to the right of 320.00 feet radius, 354.65 feet; thence N 28-28-33 W, 876.30 feet; thence by a curve to the left of 720.00 feet radius, 290.56 feet to the point of ending thereof, shown on plan as station 60+91.79, said

point bearing S 38-24-09 W and being 14.00 feet distant from station 59+03.36 of auxiliary base line "W" hereinbefore described.

Note: Station 50+00.00 of said auxiliary base line "V" is identical with station 189+00.00 of the main base line hereinbefore described.

An auxiliary base line "C" begins at a point shown on plan as station 0, said point bearing N 1-58-32 W and being 7.00 feet distant from station 45+70.28 of auxiliary base line "V" hereinbefore described and extends thence S 88-01-27 W, 160.00 feet; thence by a curve to the left of 267.00 feet radius, 219.34 feet; thence S 40-57-25 W, 452.41 feet; thence by a curve to the right of 5973.00 feet radius, 316.71 feet; thence S 43-59-42 W, 251.54 feet to the point of ending thereof, shown on plan as station 14, said point bearing S 50-46-29 E and being 73.92 feet distant from station 176+10.90 of the main base line hereinbefore described.

An auxiliary base line "B" begins at a point shown on plan as station 1+52.58 said point bearing S 1-34-16 E and being 3.00 feet distant from station 43+43.36 of auxiliary base line "W" hereinbefore described and extends thence westerly, to northwesterly, to northerly to northeasterly by a curve of 147.00 feet radius, 310.42 feet; thence N 29-25-13 E, 197.47 feet; thence by a curve to the left of 207.00 feet radius, 306.30 feet; thence N 55-21-32 W, 332.62 feet; thence by a curve to the right of 267.00 feet radius, 198.56 feet; thence N 12-44-57 W, 101.05 feet to the point of ending thereof, shown on plan as station 15+99.00, said point bearing N 84-02-16 E and being 59.64 feet distant from station 206+69.06 of the main base line hereinbefore described.

An auxiliary base line "E" begins at a point shown on plan as station 0+00.00, said point being identical with station 73+53.76 of auxiliary base line "W" hereinbefore described and extends thence

N 64-25-00 E, 717.89 feet; thence by a curve to the left of 347.00 feet radius, 382.11 feet to the point of ending thereof shown on plan as Station 11, said point bearing S 64°08'53" W and being 80.30 feet distant from Station 219+00.83 of the main base line hereinbefore described.

An auxiliary base line "F" begins at a point shown on plan as Station 7+17.89 said point being identical with Station 7+17.89 of auxiliary base line "E" hereinbefore described and extends thence N 64°25'00" E, 36.52 feet; thence by a curve to the right of 267.00 feet radius, 423.64 feet; thence S 24°40'26" E, 71.95 feet to the point of ending thereof, shown on plan as Station 12+50.00, said point bearing S 70°51'56" W and being 69.77 feet distant from Station 213+58.76 of the main base line hereinbefore described.

An auxiliary base line #3 begins at a point in the existing roadway of Meadowview Road shown on plan as Station 14 and extends thence S 87°53'14" W, 587.00 feet to the point of ending thereof, in the existing roadway of said Meadowview Road, shown on plan as Station 19+87.00.

Note: Station 16+86.89 of said auxiliary base line #3 is identical with Station 233+48.49 of the main base line hereinbefore described.

The westerly location line of the State highway hereby laid out begins at a point on the existing northeasterly street line of Whitney Avenue said point bearing S 86°18'39" W and being 152.17 feet distant from Station 20+74.03 of the main base line hereinbefore described and extends thence, leaving said street line and partly crossing the right of way of the Holyoke & Westfield Railroad Co., northerly as shown on plan, by a curve to the right of 8150.00 feet radius, 1630.61 feet to a point bearing S 88°10'25" W and 150.00 feet distant from Station 37 of said main base line; thence partly crossing

the right of way of said Holyoke & Westfield Railroad Co., N 7-14-56 W, 724.19 feet to a point bearing N 86-48-46 W and 250.00 feet distant from station 44 of said main base line; thence N 23-58-23 W, 261.21 feet to a point bearing S 2-34-28 E and 125.00 feet distant from station 109 of the Lower Westfield Road base line hereinbefore described; thence N 84-51-48 W, 294.57 feet to a point bearing S 8-50-27 E and 44.35 feet distant from station 105+99.84 of said Lower Westfield Road base line; thence, in part crossing Lower Westfield Road, N 8-50-27 W, 100.00 feet to a point bearing N 8-50-27 W and 55.65 feet distant from said station 105+99.84; thence N 74-37-09 E, 199.95 feet to a point bearing N 9-44-11 W and 65.00 feet distant from station 108 of said Lower Westfield Road base line; thence N 37-27-47 E, 624.55 feet to a point bearing N 80-22-02 W and 195.00 feet distant from station 53 of the aforesaid main base line; thence N 22-46-09 E, 209.21 feet to a point bearing N 78-56-05 W and 150.00 feet distant from station 55 of said main base line; thence, northerly, by a curve to the right, not tangent to the line back, of 8150.00 feet radius, 611.25 feet to a point bearing N 74-38-15 W and 150.00 feet distant from station 61 of said main base line; thence N 74-38-15 W, 20.00 feet to a point bearing N 74-38-15 W and 170.00 feet distant from said station 61; thence, northerly, as shown on plan, by a curve to the right of 8170.00 feet radius, 486.70 feet to a point bearing N 71-13-28 W and 170.00 feet distant from station 65+76.57 of said main base line; thence S 71-13-28 E, 20.00 feet to a point bearing N 71-13-28 W and 150.00 feet distant from said station 65+76.57; thence N 18-46-32 E, 623.43 feet to a point bearing N 71-13-28 W and 150.00 feet distant from station 72 of said main base line; thence N 71-13-28 W, 20.00 feet to a point bearing N 71-13-28 W and 170.00 feet distant from said station 72; thence N 18-46-32 E, 300.00 feet to a point bearing N 71-13-28 W and 170.00 feet distant from station 75 of said main base line; thence

S 71-13-28 E, 20.00 feet to a point bearing N 71-13-28 W and 150.00 feet distant from said station 75; thence parallel to said main base line and 150.00 feet distant westerly therefrom to a point bearing N 75-01-36 W and 150.00 feet distant from station 97+50.00 of said main base line; thence N 75-01-36 W, 25.00 feet to a point bearing N 75-01-36 W and 175.00 feet distant from said station 97+50.00; thence northerly, by a curve to the left of 9825.00 feet radius, 736.88 feet to a point bearing N 79-19-26 W and 175.00 feet distant from station 105 of said main base line; thence S 79-19-26 E, 25.00 feet to a point bearing N 79-19-26 W and 150.00 feet distant from said station 105; thence in part crossing Westfield Road, northerly by a curve to the left of 9850.00 feet radius, 2117.75 feet to a point bearing S 88-21-28 W and 150.00 feet distant from station 126+50.00 of said main base line; thence N 52-29-29 W, 77.53 feet to a point bearing S 88-04-16 W and 210.00 feet distant from station 127 of said main base line; thence N 0-25-13 E, 196.15 feet to a point bearing S 86-55-31 W and 200.00 feet distant from station 129 of said main base line; thence N 5-54-53 W, 498.28 feet to a point bearing S 86-19-25 W and 220.00 feet distant from station 134 of said main base line; thence N 2-02-02 E, 201.00 feet to a point bearing S 86-19-25 W and 200.00 feet distant from station 136 of said main base line; thence N 3-40-35 W, 700.00 feet to a point bearing S 86-19-25 W and 200.00 feet distant from station 143 of said main base line; thence N 39-59-47 W, 263.34 feet to a point bearing S 37-00-35 W and 200.00 feet distant from station 53+25.00 of auxiliary base line "X" hereinbefore described; thence N 50-52-26 W, 329.60 feet to a point bearing S 0-38-00 W and 65.00 feet distant from station 57+25.00 of said auxiliary base line "X"; thence N 81-43-28 W, 294.37 feet to a point on the existing southerly street line of Cherry Street, said point bearing S 30-24-12 W and being 34.03 feet distant from station 60 of said auxiliary base line "X"; thence

following said street line, by a curve to the right of 721.68 feet radius, 71.00 feet to a point bearing S 18-25-46 E and 35.89 feet distant from station 61 of said auxiliary base line "X"; thence leaving said street line and in part crossing said Cherry Street, N 13-54-45 E, 55.00 feet to a point bearing N 51-48-06 E and 31.27 feet distant from said station 61; thence S 87-50-42 E, 77.66 feet to a point bearing N 6-29-46 E and 35.00 feet distant from station 60 of said auxiliary base line "X"; thence N 78-02-13 E, 98.68 feet to a point bearing N 0-38-00 E and 60.00 feet distant from station 59 of said auxiliary base line "X"; thence N 48-08-20 E, 57.84 feet to a point bearing N 89-22-00 W and 110.00 feet distant from station 4+25.00 of auxiliary base line "M" hereinbefore described; thence N 6-00-20 E, 267.04 feet to a point bearing N 89-22-00 W and 85.00 feet distant from station 6+90.87 of said auxiliary base line "M"; thence parallel to said auxiliary base line "M" and 85.00 feet distant northwesterly therefrom to a point bearing N 32-16-37 W and 85.00 feet distant from station 11+99.49 of said auxiliary base line "M"; thence N 34-17-33 E, 127.83 feet to a point bearing S 87-51-44 W and 178.34 feet distant from station 156+50.00 of the aforesaid main base line; thence N 0-19-49 E, 365.81 feet to a point bearing N 86-39-00 W and 163.76 feet distant from station 160 of said main base line; thence N 6-40-53 E, 320.46 feet to a point bearing N 79-20-27 W and 161.86 feet distant from station 163 of said main base line; thence S 79-20-27 E, 30.00 feet to a point bearing N 79-20-27 W and 131.86 feet distant from said station 163; thence northerly to northeasterly, by a curve to the right of 2150.00 feet radius, 716.71 feet to a point bearing N 31-37-01 W and 151.86 feet distant from station 169 of said main base line; thence northeasterly, by another curve to the right of 3150.00 feet radius, 237.25 feet to a point bearing N 55-55-33 W and 136.90 feet distant from station 172 of said main base line; thence, N 23-53-37 E, 401.36 feet to a point

bearing north $50^{\circ} 46' 29''$ west and 240.00 feet distant from Station 175+74.83 of said main base line; thence north $29^{\circ} 52' 33''$ east, 430.89 feet to a point bearing north $50^{\circ} 46' 29''$ west and 310.00 feet distant from Station 180 of said main base line; thence north $31^{\circ} 42' 22''$ east, 305.68 feet to a point bearing north $50^{\circ} 46' 29''$ west and 350.00 feet distant from Station 183+03.05 of said main base line; thence north $40^{\circ} 17' 24''$ east, 353.64 feet to a point bearing north $58^{\circ} 21' 22''$ west and 320.00 feet distant from Station 187 of said main base line; thence north $22^{\circ} 29' 20''$ west, 329.68 feet to a point bearing south $61^{\circ} 31' 27''$ west and 295.00 feet distant from Station 55 of auxiliary base line "V" hereinbefore described; thence north $9^{\circ} 22' 28''$ west, 494.74 feet to a point bearing south $45^{\circ} 42' 24''$ west and 110.00 feet distant from Station 60 of said auxiliary base line "V"; thence north $44^{\circ} 06' 47''$ west, 385.26 feet to a point bearing south $39^{\circ} 44' 14''$ west, and 82.00 feet distant from Station 62+06.00 of auxiliary base line "W" hereinbefore described; thence, in part crossing Easthampton Road and partly crossing Lindor Street, north $39^{\circ} 44' 14''$ east, 134.78 feet to a point on the existing southeasterly street line of said Lindor Street, said point bearing north $39^{\circ} 44' 14''$ east and being 52.78 feet distant from said Station 62+06.00; thence, leaving said street line, south $62^{\circ} 08' 17''$ east, 837.18 feet to a point bearing north $13^{\circ} 46' 03''$ east and 180.00 feet distant from Station 53 of said auxiliary base line "W"; thence north $84^{\circ} 23' 38''$ east, 120.26 feet to a point bearing north $77^{\circ} 27' 17''$ west and 180.00 feet distant from Station 197 of the aforesaid main base line; thence north $6^{\circ} 33' 09''$ east, 468.73 feet to a point bearing north $87^{\circ} 00' 14''$ west and 190.00 feet distant from Station 202 of said main base line;

thence north $5^{\circ} 59' 24''$ west, 280.98 feet to a point bearing south $87^{\circ} 15' 59''$ west and 220.00 feet distant from Station 205 of said main baseline; thence north $0^{\circ} 28' 03''$ east, 93.02 feet to a point bearing south $85^{\circ} 21' 24''$ west, and 213.26 feet distant from Station 206 of said main baseline; thence north $1^{\circ} 04' 18''$ west, 373.86 feet to a point bearing south $77^{\circ} 47' 35''$ west and 165.30 feet distant from Station 209+96.04 of said main baseline; thence north $12^{\circ} 22' 55''$ west 50.99 feet to a point bearing south $76^{\circ} 45' 44''$ west and 165.00 feet distant from Station 210+50.00 of said main baseline; thence north $28^{\circ} 37' 19''$ west, 145.14 feet to a point bearing south $73^{\circ} 53' 51''$ west and 200.00 feet distant from Station 212 of said main baseline; thence north $26^{\circ} 58' 26''$ west, 248.61 feet to a point bearing south $44^{\circ} 17' 06''$ west, and 150.00 feet distant from Station 10+80.00 of auxiliary baseline "F" hereinbefore described; thence north $66^{\circ} 16' 58''$ west, 131.46 feet to a point bearing south $15^{\circ} 48' 02''$ east and 125.00 feet distant from Station 8 of said auxiliary baseline "F"; thence south $87^{\circ} 45' 51''$ west; 194.46 feet to a point bearing south $25^{\circ} 35' 00''$ east and 50.00 feet distant from Station 6 of auxiliary baseline "E", hereinbefore described; thence south $64^{\circ} 25' 00''$ west, 200.00 feet to a point bearing south $25^{\circ} 35' 00''$ east and 50.00 feet distant from Station 4 of said auxiliary baseline "E"; thence south $49^{\circ} 02' 26''$ west, 207.43 feet to a point bearing south $25^{\circ} 35' 00''$ east and 105.00 feet distant from Station 2 of said auxiliary baseline "E"; thence south $64^{\circ} 25' 00''$ west, 120.00 feet to a point bearing south $25^{\circ} 35' 00''$ east and 105.00 feet distant from Station 0+80.00 of said auxiliary baseline "E"; thence south $10^{\circ} 04' 07''$ west, 188.22 feet to a point on the existing easterly street line of Easthampton Road, said point bearing north $84^{\circ} 27' 14''$ east and being 42.88 feet distant from Station 71 of the aforesaid auxiliary baseline "W"; thence leaving said street line and in part crossing said Easthampton Road, south $84^{\circ} 27' 14''$ west, 80.00 feet to a point bearing south $84^{\circ} 27' 14''$ west and 37.12 feet distant from said

Station 71; thence north $2^{\circ} 27' 38''$ west, 143.98 feet to a point on the existing westerly street line of said Easthampton Road, said point bearing south $5^{\circ} 57' 30''$ west and being 82.80 feet distant from Station 73+25.76 of said auxiliary base line "W"; thence following said westerly street line, north $15^{\circ} 17' 03''$ west, 401.42 feet to a point bearing south $74^{\circ} 42' 57''$ west and 30.00 feet distant from Station 76+50.00 of said auxiliary base line "W"; thence, crossing said Easthampton Road, north $74^{\circ} 42' 57''$ east, 60.00 feet to a point again on the existing easterly street line of said Easthampton Road, said point bearing north $74^{\circ} 42' 57''$ east and being 30.00 feet distant from said Station 76+50.00; thence, leaving said easterly street line, south $22^{\circ} 52' 44''$ east, 151.33 feet to a point bearing north $74^{\circ} 42' 57''$ east and 50.00 feet distant from Station 75 of said auxiliary base line "W"; thence north $82^{\circ} 11' 04''$ east, 130.90 feet to a point bearing north $25^{\circ} 35' 00''$ west and 95.00 feet distant from Station 2 of the aforesaid auxiliary base line "E"; thence north $77^{\circ} 05' 49''$ east, 205.00 feet to a point bearing north $25^{\circ} 35' 00''$ west and 50.00 feet distant from Station 4 of said auxiliary base line "E"; thence north $64^{\circ} 25' 00''$ east, 300.00 feet to a point bearing north $25^{\circ} 35' 00''$ west and 50.00 feet distant from Station 7 of said auxiliary base line "E"; thence north $34^{\circ} 15' 33''$ east, 164.54 feet to a point bearing north $55^{\circ} 42' 41''$ west and 99.19 feet distant from Station 9+00.35 of said auxiliary base line "E"; thence north $10^{\circ} 45' 40''$ east, 193.86 feet to a point bearing south $64^{\circ} 08' 53''$ west and 150.00 feet distant from Station 220 of the aforesaid main base line; thence north $25^{\circ} 51' 07''$ west, 745.30 feet to a point bearing south $64^{\circ} 08' 53''$ west and 150.00 feet distant from Station 227+45.30 of said main base line; thence by a curve to the right of 5850.00 feet radius, 307.89 feet to a point bearing south $84^{\circ} 15' 23''$ west and 154.41 feet distant from Station 230 of said main base line;

thence, in part crossing Meadowview Road, Bemis Road and Resnic Drive, by another curve to the right of 3950.00 feet radius, 2237.97 feet to a point bearing north $80^{\circ} 22' 27''$ west and 147.11 feet distant from Station 252 of said main base line; thence north $2^{\circ} 56' 51''$ east, 210.65 feet to a point bearing north $77^{\circ} 39''$ west and 177.14 feet distant from Station 254 of said main base line; thence northerly by a curve to the right of 3980.00 feet radius, 418.64 feet to a point bearing north $71^{\circ} 20' 03''$ west and 177.23 feet distant from Station 258 of said main base line; thence north $28^{\circ} 21' 27''$ east, 210.66 feet to a point bearing north $68^{\circ} 19' 15''$ west and 147.28 feet distant from Station 260 of said main base line; thence north $22^{\circ} 22' 08''$ east, 95.17 feet to a point bearing north $70^{\circ} 11' 46''$ west and 147.55 feet distant from Station 261 of said main base line; thence by a curve to the right of 5850.00 feet radius, 307.89 feet to a point bearing north $81^{\circ} 56' 59''$ west and 160.90 feet distant from Station 264+41.54 of said main base line; thence north $26^{\circ} 04' 31''$ east, about 1208 feet to the point of ending thereof, said point being identical with the point of beginning of the westerly location line of the aforesaid February 26, 1963 State highway layout.

The easterly location line of the State highway hereby laid out begins at a point on the existing northeasterly street line of Whitney Avenue said point bearing north $76^{\circ} 31' 43''$ east and being 150.00 feet distant from Station 17+82.37 of the main base line hereinbefore described and extends thence, leaving said street line, north $13^{\circ} 28' 17''$ west, 291.66 feet to a point bearing north $76^{\circ} 31' 43''$ east and 150.00 feet distant from Station 20+74.03 of said main base line; thence partly crossing the right of way of the Holyoke & Westfield Railroad Co., by a curve to the right of 7850.00 feet radius, 1595.48 feet to a point bearing north $88^{\circ} 10' 25''$ east and

150.00 feet distant from Station 37 of said main base line; thence partly crossing the right of way of said Holyoke & Westfield Railroad Co., north $8^{\circ} 55' 00''$ east, 297.65 feet to a point bearing south $89^{\circ} 40' 40''$ east and 200.00 feet distant from Station 40 of said main base line; thence north $17^{\circ} 15' 00''$ east, 368.00 feet to a point bearing south $80^{\circ} 32' 36''$ east and 300.97 feet distant from Station 44 of said main base line; thence north $30^{\circ} 03' 47''$ east, 405.39 feet to a point bearing south $0^{\circ} 54' 25''$ east and 90.00 feet distant from Station 117+60.00 of the Lower Westfield Road base line, hereinbefore described; thence north $62^{\circ} 54' 28''$ east, 158.04 feet to a point on the existing southerly street line of Lower Westfield Road, said point bearing south $5^{\circ} 31' 25''$ east and being 25.00 feet distant from Station 119 of said Lower Westfield Road base line; thence, following said southerly street line, north $84^{\circ} 28' 35''$ east, 120.00 feet to a point bearing south $5^{\circ} 31' 25''$ east and 25.00 feet distant from Station 120+20.00 of said Lower Westfield Road base line; thence, crossing said Lower Westfield Road, north $5^{\circ} 31' 25''$ west, 50.00 feet to a point on the existing northerly street line of said Lower Westfield Road, said point bearing ^{said} north $5^{\circ} 31' 25''$ west and being 25.00 feet distant from/Station 120+20.00; thence, following said northerly street line, south $84^{\circ} 28' 35''$ west, 120.00 feet to a point bearing north $5^{\circ} 31' 25''$ west and 25.00 feet distant from Station 119 of said Lower Westfield Road base line; thence, leaving said northerly street line, north $84^{\circ} 49' 29''$ west, 98.35 feet to a point bearing north $0^{\circ} 54' 25''$ west and 40.00 feet distant from Station 118 of said Lower Westfield Road base line; thence north $46^{\circ} 36' 33''$ west, 172.27 feet to a point bearing south $82^{\circ} 30' 57''$ east and 360.00 feet distant from Station 50 of the aforesaid main base line; thence north $12^{\circ} 03' 44''$ west, 572.24 feet to a point bearing south $78^{\circ} 34' 36''$ east and 150.00 feet distant from Station 55+50.00 of said main base line; thence parallel to said main base line and 150.00

feet distant easterly therefrom to a point bearing south $78^{\circ} 10' 40''$ east and 150.00 feet distant from Station 103 of said main base line; thence north $19^{\circ} 38' 35''$ east, 205.50 feet to a point bearing south $79^{\circ} 19' 26''$ east, and 180.00 feet distant from Station 105 of said main base line; thence, in part crossing Westfield Road, northerly by a curve to the left of 10180.00 feet radius, 1221.60 feet to a point bearing south $86^{\circ} 11' 57''$ east and 180.00 feet distant from Station 117 of said main base line; thence north $4^{\circ} 03' 39''$ east, 407.50 feet to a point bearing south $88^{\circ} 29' 28''$ east and 190.00 feet distant from Station 121 of said main base line; thence south $88^{\circ} 29' 28''$ east, 10.00 feet to a point bearing south $88^{\circ} 29' 28''$ east and 200.00 feet distant from said Station 121; thence north $0^{\circ} 38' 57''$ east, 305.99 feet to a point bearing north $89^{\circ} 47' 24''$ east and 200.00 feet distant from Station 124 of said main base line; thence north $7^{\circ} 46' 40''$ west, 205.28 feet to a point bearing north $88^{\circ} 38' 39''$ east and 175.00 feet distant from Station 126 of said main base line; thence north $2^{\circ} 44' 00''$ west, 507.04 feet to a point bearing north $86^{\circ} 19' 25''$ east and 175.00 feet distant from Station 131 of said main base line; thence north $5^{\circ} 09' 55''$ east, 455.41 feet to a point bearing north $86^{\circ} 19' 25''$ east and 245.00 feet distant from Station 135+50.00 of said main base line; thence north $6^{\circ} 50' 39''$ east, 355.98 feet to a point bearing north $86^{\circ} 19' 25''$ east and 310.00 feet distant from Station 139 of said main base line; thence north $46^{\circ} 04' 29''$ east, 178.98 feet to a point on the existing southerly street line of Cherry Street, said point bearing south $22^{\circ} 02' 31''$ west and being 68.40 feet distant from Station 44 of auxiliary base line "X" hereinbefore described; thence, following said street line, south $73^{\circ} 33' 19''$ east, 240.99 feet to a point bearing south $18^{\circ} 08' 22''$ east and 61.77 feet distant from Station 42 of said auxiliary base line "X"; thence, crossing said Cherry Street north $25^{\circ} 16' 54''$ east, 50.60 feet to the point bearing south

junction of the existing northerly street line of Cherry Street and the existing westerly street line of Norwood Terrace, said point bearing south $72^{\circ} 24' 31''$ east and being 42.85 feet distant from Station 42 of said auxiliary base line "X"; thence, following said westerly street line north $4^{\circ} 52' 34''$ east, 38.76 feet to a point bearing north $59^{\circ} 48' 50''$ east and 51.06 feet distant from said Station 42; thence, leaving said westerly street line, north $67^{\circ} 52' 04''$ west, 249.72 feet to a point bearing north $21^{\circ} 23' 00''$ east and 43.25 feet distant from Station 44+18.00 of said auxiliary base line "X"; thence north $10^{\circ} 40' 44''$ east, 32.31 feet to a point bearing north $21^{\circ} 23' 00''$ east and 75.00 feet distant from Station 44+24.00 of said auxiliary base line "X"; thence north $50^{\circ} 22' 14''$ west, 95.82 feet to a point bearing north $21^{\circ} 23' 00''$ east and 105.00 feet distant from Station 45+15.00 of said auxiliary base line "X"; thence north $19^{\circ} 12' 57''$ west, 808.46 feet to a point bearing north $86^{\circ} 19' 25''$ east and 200.00 feet distant from Station 150 of the aforesaid main base line; thence north $10^{\circ} 31' 09''$ west, 503.59 feet to a point bearing north $86^{\circ} 19' 25''$ east and 140.00 feet distant from Station 155 of said main base line; thence north $0^{\circ} 31' 46''$ west, 484.43 feet to a point bearing south $87^{\circ} 51' 32''$ east and 157.60 feet distant from Station 160 of said main base line; thence north $8^{\circ} 05' 06''$ east, 192.61 feet to a point bearing south $53^{\circ} 17' 42''$ east and 189.22 feet distant from Station 163 of said main base line; thence by a curve to the right of 1850.00 feet radius, 633.11 feet to a point bearing south $62^{\circ} 18' 26''$ east and 168.01 feet distant from Station 169 of said main base line; thence north $37^{\circ} 18' 32''$ east, 638.95 feet to a point bearing south $50^{\circ} 46' 29''$ east and 183.00 feet distant from Station 175+74.83 of said main base line; thence north $39^{\circ} 16' 41''$ east, 142.36 feet to a point bearing south $46^{\circ} 00' 18''$ east and 100.00 feet distant from Station 12+85.00 of auxiliary base line "C" hereinbefore described; thence north $45^{\circ} 33' 16''$ east, 287.43 feet

to a point bearing south $47^{\circ} 25' 45''$ east and 100.00 feet distant from Station 10 of said auxiliary base line "C"; thence north $37^{\circ} 26' 48''$ east, 613.94 feet to a point bearing south $49^{\circ} 02' 35''$ east and 60.00 feet distant from Station 3+90.00 of said auxiliary base line "C"; thence north $71^{\circ} 44' 49''$ east, 238.38 feet to a point bearing south $42^{\circ} 31' 38''$ west and 86.06 feet distant from Station 46 of auxiliary base line "V" hereinbefore described; thence north $88^{\circ} 01' 27''$ east, 300.28 feet to a point bearing south $1^{\circ} 58' 33''$ east and 60.00 feet distant from Station 43+60.00 of said auxiliary base line "V"; thence, in part crossing Easthampton Road, north $1^{\circ} 58' 33''$ west, 97.98 feet to a point on the existing northerly street line of said Easthampton Road, said point bearing north $1^{\circ} 58' 33''$ west and being 37.98 feet distant from said Station 43+60.00; thence, following said northerly street line, south $88^{\circ} 05' 12''$ west, 221.98 feet to a point bearing north $18^{\circ} 59' 49''$ west and 39.98 feet distant from Station 45+70.28 of said auxiliary base line "V"; thence by a curve to the right of 279.41 feet radius, 197.13 feet to a point bearing south $44^{\circ} 21' 07''$ east and 188.52 feet distant from Station 189 of the aforesaid main base line; thence, leaving said northerly street line and in part crossing Old Easthampton Road, northeasterly to northerly by a curve of 3180.00 feet radius, 693.71 feet to a point bearing south $73^{\circ} 38' 06''$ east and 180.00 feet distant from Station 195 of said main base line; thence south $86^{\circ} 04' 04''$ east, 363.36 feet to a point bearing south $11^{\circ} 11' 57''$ east and 128.31 feet distant from Station 45 of auxiliary base line "W" hereinbefore described; thence north $5^{\circ} 36' 16''$ east, 78.00 feet to a point bearing south $33^{\circ} 59' 51''$ east and 58.19 feet distant from said Station 45; thence south $84^{\circ} 34' 44''$ east, 195.00 feet to a point bearing south $20^{\circ} 20' 12''$ east and 76.95 feet distant from Station 43 of said auxiliary base line "W"; thence north $72^{\circ} 01' 12''$ east, 140.71 feet to a point on the existing westerly street line of Newington Street, said point,

bearing south $5^{\circ} 36' 16''$ west and being 30.81 feet distant from Station 41+27.79 of said auxiliary base line "W"; thence, following said westerly street line, north $5^{\circ} 36' 16''$ east, 100.00 feet to a point bearing north $5^{\circ} 36' 16''$ east and 69.19 feet distant from said Station 41+27.79; thence, leaving said westerly street line, north $80^{\circ} 13' 06''$ west, 235.46 feet to a point bearing north $1^{\circ} 34' 16''$ west and 115.00 feet distant from Station 43+50.00 of said auxiliary base line "W"; thence north $41^{\circ} 23' 22''$ west, 86.02 feet to a point bearing south $60^{\circ} 34' 47''$ east and 75.00 feet distant from Station 4+63.00 of said auxiliary base line "B" hereinbefore described; thence north $29^{\circ} 23' 23''$ east, 353.25 feet to a point bearing south $89^{\circ} 30' 42''$ east and 115.00 feet distant from Station 7+65.00 of said auxiliary base line "B"; thence north $2^{\circ} 47' 28''$ west, 164.24 feet to a point bearing north $62^{\circ} 48' 33''$ east and 146.00 feet distant from Station 8+65.00 of said auxiliary base line "B"; thence north $32^{\circ} 30' 21''$ west, 195.19 feet to a point bearing north $34^{\circ} 38' 28''$ east and 180.00 feet distant from Station 9+80.00 of said auxiliary base line "B"; thence north $55^{\circ} 47' 23''$ west, 381.08 feet to a point bearing north $69^{\circ} 06' 25''$ east and 158.00 feet distant from Station 14+60.00 of said auxiliary base line "B"; thence north $28^{\circ} 00' 14''$ west, 139.86 feet to a point bearing north $83^{\circ} 27' 52''$ east and 179.07 feet distant from Station 207 of the aforesaid main base line; thence northerly to northwesterly by a curve of 3183.00 feet radius, 865.51 feet to a point bearing north $62^{\circ} 32' 47''$ east and 180.28 feet distant from Station 215 of said main base line; thence by a curve to the left of 4783.00 feet radius, 311.93 feet to a point bearing north $64^{\circ} 08' 53''$ east and 183.00 feet distant from Station 218+16.92 of said main base line; thence north $25^{\circ} 51' 07''$ west, 383.08 feet to a point bearing north $64^{\circ} 08' 53''$ east and 183.00 feet distant from Station 222 of said main base line; thence north $29^{\circ} 18' 54''$ west, 546.30 feet to a point bearing north $64^{\circ} 08' 53''$ east and 150.00 feet distant

from Station 227+45.30 of said main base line; thence, not tangent to the line back, northwesterly by a curve to the right of 5550.00 feet radius, 292.10 feet to a point bearing north $50^{\circ} 34' 46''$ east and 159.03 feet distant from Station 230 of said main base line; thence, in part crossing Meadowview Road, Bemis Road and Robert Drive, by a curve to the right of 3650.00 feet radius 2923.79 feet to a point bearing south $63^{\circ} 47' 57''$ east and 152.91 feet distant from Station 261 of said main base line; thence by a curve to the right of 5550.00 feet radius, 292.10 feet to a point bearing south $45^{\circ} 12' 50''$ east and 155.20 feet distant from Station 264+41.54 of said main base line; thence north $26^{\circ} 04' 31''$ east, about 1017 feet to the point of ending thereof, said point being identical with the point of beginning of the easterly location line of the aforesaid February 26, 1963 State highway layout.

The southerly end of the State highway hereby laid out is defined by a line following the northeasterly street line of Whitney Avenue, beginning at the point of beginning of the westerly location line hereinbefore described and extending thence south $64^{\circ} 43' 00''$ east, 140.14 feet; thence by a curve to the right of 745.00 feet radius, 300.62 feet to the point of beginning of the easterly location line hereinbefore described.

The location lines of the State highway hereby laid out are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof and at intermediate points on the westerly location line opposite Stations 29, 83, ^{61.04}110⁺ and 117 of the main base line hereinbefore described and at a point thereon bearing south $77^{\circ} 01' 00''$ west and 147.14 feet distant from Station 237 of said main base line, at a point thereon bearing north $89^{\circ} 24' 48''$ west and 147.07 feet distant from Station 246 of said main base line and at a point thereon bearing north $61^{\circ} 38' 49''$ west and 171.36 feet distant from Station 262 of said main base line;

and at intermediate points on the easterly location line opposite Stations 29, 75, 83, 97+50.00 and 110+61.04 of said main base line and at a point thereon bearing north 77° 01' 00" east and 152.86 feet distant from Station 237 of said main baseline, at a point thereon bearing south 89° 24' 48" east and 152.93 feet distant from Station 246 of said main baseline, and at a point thereon bearing south 78° 51' 32" east and 152.87 feet distant from Station 253 of said main baseline.

The right of access to and egress from said State highway location is limited being allowed across the location lines thereof, hereinbefore described, only as follows:

(1) Free access to and egress from said location is allowed across the line defining the southerly end for its entire length.

(2) Access to and egress from said location is allowed the Holyoke and Westfield Railroad Co., its successors or assigns, for railroad purposes only, across the westerly and easterly location lines within the limits of the existing right of way of said Railroad Co.

(3) Free access to and egress from said location is allowed across the westerly location line within the limits of the existing street lines of Lower Westfield Road.

(4) Free access to and egress from said location is allowed at Relocated Westfield Road, across the westerly location line between a point thereon bearing south 18° 12' 17" east and 54.80 feet distant from Station 4+28.92 of the Relocated Westfield Road baseline hereinbefore described and a point thereon bearing north 22° 04' 02" west and 30.00 feet distant from Station 4+72.06 of said Relocated Westfield Road baseline.

(5) Free access to and egress from said location is allowed at Relocated Westfield Road, across the easterly location line between a point thereon bearing south 61° 10' 07" east and 30.00 feet distant

from Station 9+08.83 of the Relocated Westfield Road base line hereinbefore described, and a point thereon marking the junction therewith of the existing northeasterly street line of Westfield Road.

(6.) Free access to and egress from said location is allowed at Cherry Street, across the westerly location line between a point thereon bearing south $0^{\circ} 38' 00''$ west and 65.00 feet distant from Station 57+25.00 of auxiliary base line "X" hereinbefore described and a point bearing thereon north $81^{\circ} 43' 28''$ west and about 77 feet distant from said first described point.

(7.) Free access to and egress from said location is allowed across the westerly location line within the limits of the existing street lines of Cherry Street.

(8.) Free access^{to}/and egress ~~to~~ from said location is allowed across the easterly location line within the limits of the existing street lines of Queen Street.

(9.) Free access^{to}/and egress from said location is allowed at Cherry Street, across the easterly location line between a point thereon bearing south $18^{\circ} 08' 22''$ east and 61.77 feet distant from Station 42 of the aforesaid auxiliary base line "X" and a point thereon bearing north $59^{\circ} 48' 50''$ east and 51.06 feet distant from said Station 42.

(10.) Free access to and egress from said location is allowed at Cherry Street, across the easterly location line between points thereon bearing north $21^{\circ} 23' 00''$ east, each and being distant 42.47 feet and 43.25 feet from Stations 43+57.89 and 44+18.00 respectively of the aforesaid auxiliary base line "X".

(11.) Free access to and egress from said location is allowed at Easthampton Road, across the westerly location line between a point thereon bearing south $39^{\circ} 44' 14''$ west and 82.00 feet distant from Station 62+06.00 of auxiliary base line "W", hereinbefore described.

and a point thereon marking the junction therewith of the existing easterly street line of said Easthampton Road.

(12) Free access to and egress from said location is allowed across the easterly location line at Station 43+60.00 of auxiliary baseline "V" hereinbefore described within the limits of the existing street lines of Easthampton Road.

(13) Free access to and egress from said location is allowed at Northhampton Street, across the easterly location line between points thereon bearing south $5^{\circ} 36' 16''$ west and north $5^{\circ} 36' 16''$ east and being 30.81 feet and 69.19 feet distant respectively from Station 41+27.79 of the aforesaid auxiliary baseline "W".

(14) Free access to and egress from said location is allowed at Lower Westfield Road, across the easterly location line between a point thereon bearing south $5^{\circ} 31' 25''$ east and 25.00 feet distant from Station 120+20.00 of the Lower Westfield Road baseline hereinbefore described and a point thereon opposite and northerly from Station 120+03 of said Lower Westfield Road baseline.

(15) Free access to and egress from said location is allowed at Easthampton Road, across the westerly location line between a point thereon bearing north $84^{\circ} 27' 14''$ east and 42.88 feet distant from Station 71 of the aforesaid auxiliary baseline "W" and a point thereon bearing north $74^{\circ} 42' 57''$ east and 30.00 feet distant from Station 76+50.00 of said auxiliary baseline "W".

(16) Free access to and egress from said location is allowed across the westerly and easterly location lines within the limits of the existing street lines of Bemis Road.

(17) Free access to and egress from said location is allowed across the easterly location line between a point thereon bearing south $88^{\circ} 15' 39''$ east and 157.93 feet distant from Station 159+.90.90 of the

main base line hereinbefore described and a point thereon bearing south $85^{\circ} 11' 09''$ east and 165.03 feet distant from Station 160+98.24 of said main base line.

(18.) Free access to and egress from said location is allowed across the westerly location line between a point thereon bearing north $78^{\circ} 47' 01''$ west and 131.84 feet distant from Station 163+21.71 of the main base line hereinbefore described and a point thereon bearing north $77^{\circ} 23' 10''$ west and 131.79 feet distant from Station 163+70.50 of said main base line.

(19.) Access to and egress from said location is allowed abutters for residential purposes only, on the northerly side of Lower Westfield Road, across the easterly location line between a point thereon opposite Station 119+48 of the Lower Westfield Road base line hereinbefore described and a point thereon opposite about Station 119+68 of said Lower Westfield Road base line.

(20.) Access to and egress from said location is allowed abutters for residential purposes only, on the southerly side of Cherry Street, across the easterly location line between a point thereon bearing south $1^{\circ} 05' 06''$ east and 53.33 feet distant from Station 42 of auxiliary base line "X" hereinbefore described and a point thereon bearing south $6^{\circ} 03' 12''$ east and 55.05 feet distant from said Station 42.

The above mentioned access-egress items are shown on the plan hereinafter referred to.

In connection with the laying out of the State highway location hereinbefore described it is necessary to lay out six sections of highway on behalf of the City of Holyoke, and said sections of highway are hereby so laid out under the provisions of Chapter 448 of the Acts of 1948 and are described as follows:

Section No. 1

The first section of highway hereby laid out on behalf of the City of Holyoke establishes a location for the widening of a portion of Westfield Road on the southerly side thereof and adjoins the westerly location line of the State highway layout hereinbefore described and is more fully described as follows:

The ^{location}line of the first section of highway hereby laid out on behalf of the City of Holyoke begins at a point on the existing southerly street line of Westfield Road, said point bearing south $4^{\circ} 30' 17''$ east and being 35.09 feet distant from Station 2+33.54 of the Relocation of Westfield Road base line hereinbefore described, and extends thence, leaving ^{said}street line, north $85^{\circ} 28' 46''$ east, 206.90 feet to a point on the westerly location line of the State highway layout hereinbefore described, said point bearing south $18^{\circ} 12' 17''$ east and being 54.80 feet distant from Station 4+28.92 of said Relocation of Westfield Road base line.

Section No. 2

The second section of highway hereby laid out on behalf of the City of Holyoke establishes a location for the widening of a portion of Westfield Road on the southeasterly side thereof and adjoins the easterly location line of the State highway layout hereinbefore described, and is more fully described as follows:

The location line of the second section of highway hereby laid out on behalf of the City of Holyoke begins at a point on the easterly location line of the State highway layout hereinbefore described, said point bearing south $61^{\circ} 10' 07''$ east and being 30.00 feet distant from Station 9+08.83 of the aforesaid Relocation of Westfield Road base line and extends thence, leaving said southerly

location line, parallel to said Relocation/^{of}Westfield/^{Road}base line and 30.00 feet distant southeasterly therefrom to the point of ending thereof on the existing westerly street line of Woodland Street, said point bearing south $56^{\circ} 06' 02''$ east and being 30.00 feet distant from Station 13+29.33 of said Relocation/^{of}Westfield Road base line.

Section No. 3

The third section of highway hereby laid out on behalf of the City of Holyoke establishes a location for an extension of Old Jarvis Avenue at the southerly end thereof, for the widening of a portion of Easthampton Road on the northwesterly side thereof and for a connection from Old Jarvis Avenue to Easthampton Road, and is more fully described as follows:

The southwesterly location line of said third section begins at a point on the westerly location line of the State highway layout hereinbefore described said point bearing south $39^{\circ} 44' 14''$ west and being 82.00 feet distant from Station 62+06.00 of auxiliary base line "W" hereinbefore described and extends thence, leaving said location line, north $30^{\circ} 58' 52''$ west, 26.56 feet to a point bearing south $75^{\circ} 58' 52''$ east and 70.71 feet distant from Station 105+60.18 of Old Jarvis Avenue base line hereinbefore described; thence south $59^{\circ} 01' 08''$ west, 50.00 feet to a point bearing south $30^{\circ} 58' 52''$ east and 50.00 feet distant from said Station 105+60.18; thence by a curve to the right of 50.00 feet radius, 152.93 feet to a point bearing south $63^{\circ} 59' 32''$ west and 25.00 feet distant from Station 104+94.35 of said Old Jarvis Avenue base line; thence north $26^{\circ} 00' 28''$ west, 117.43 feet to the point of ending thereof on the existing southwesterly street line of Old Jarvis Avenue, said point bearing south $63^{\circ} 59' 32''$ west and being 25.00 feet distant from Station 103+76.92 of Old Jarvis

Avenue base line.

The westerly-southeasterly location line of said third section begins at a point on the existing northerly street line of Old Jarvis Avenue said point bearing north $73^{\circ} 43' 22''$ west and being 63.65 feet distant from Station 65 of the aforesaid auxiliary base line "W"; and extends thence, leaving said street line north $4^{\circ} 22' 15''$ east, 310.13 feet to a point bearing south $4^{\circ} 22' 15''$ west and 25.00 feet distant from Station 0+43.43 of auxiliary base line #2, hereinbefore described; thence parallel to said auxiliary base line #2 and 25.00 feet distant southeasterly therefrom to a point bearing south $71^{\circ} 10' 28''$ east and 25.00 feet distant from Station 2+51.91 of said auxiliary base line #2; thence south $18^{\circ} 49' 32''$ west, 214.22 feet to the point of ending thereof on the existing northeasterly street line of Old Jarvis Avenue said point bearing north $1^{\circ} 30' 28''$ west and being 25.00 feet distant from Station 100+99.91 of the aforesaid Old Jarvis Avenue base line.

The northwesterly location line of said third section begins at a point on the existing northeasterly street line of Old Jarvis Avenue said point bearing north $13^{\circ} 00' 28''$ west and being 25.00 feet distant from Station 100+00.00 of the aforesaid Old Jarvis Avenue base line and extends thence, leaving said street line easterly to northeasterly to northerly by a curve of 95.00 feet radius, 96.44 feet to a point bearing north $71^{\circ} 10' 28''$ west and 25.00 feet distant from Station 4+29.68 of the aforesaid auxiliary base line #2; thence parallel to said auxiliary base line #2 and 25.00 feet distant northwesterly therefrom to a point bearing north $4^{\circ} 22' 15''$ east and 25.00 feet distant from Station 0+43.43 of said auxiliary base line #2; thence north $4^{\circ} 22' 15''$ east, 218.34 feet to the point of ending thereof on the westerly location line of the aforesaid State highway layout, said point bearing south $84^{\circ} 27' 14''$ west, and being 37.12 feet distant

from Station 71 of the aforesaid auxiliary base line "W".

Section No. 4

The fourth section of highway hereby laid out on behalf of the City of Holyoke establishes a location for the widening of a portion of Meadowview Road on the northerly side thereof and adjoins the westerly location line of the State highway layout hereinbefore described, and is more fully described as follows:

The location line of the fourth section of highway hereby laid out on behalf of the City of Holyoke begins at a point on the westerly location line of the State highway layout hereinbefore described, said point bearing north $76^{\circ} 02' 45''$ west and being 171.37 feet distant from Station 234 of the main base line hereinbefore described and extends thence, leaving said location line, south $87^{\circ} 53' 14''$ west, 74.42 feet to a point bearing north $2^{\circ} 06' 46''$ west and 97.00 feet distant from Station 19+40.00 of auxiliary base line #3, hereinbefore described; thence south $31^{\circ} 01' 23''$ west, 85.98 feet to the point of ending thereof on the existing northerly street line of Meadowview Road, said point bearing north $2^{\circ} 06' 46''$ west and being 25.00 feet distant from Station 19+87.00 of said auxiliary base line #3.

Section No. 5

The fifth section of highway hereby laid out on behalf of the City of Holyoke establishes a location for the widening of a portion of Meadowview Road on the northerly side thereof, and adjoins the easterly location line of the State highway layout hereinbefore described, and is more fully described as follows:

The location line of the fifth section of highway hereby laid out on behalf of the City of Holyoke begins at a point on the existing northerly street line of Meadowview Road said point bearing

north $2^{\circ} 06' 46''$ west and being 25.00 feet distant from Station 14 of auxiliary base line #3, hereinbefore described and extends thence, leaving said street line, north $37^{\circ} 57' 02''$ west, 88.81 feet to a point bearing north $2^{\circ} 06' 46''$ west and 97.00 feet distant from Station 14+52.00 of said auxiliary base line #3; thence south $87^{\circ} 53' 14''$ west, 103.48 feet to the point of ending thereof on the easterly location line of the aforesaid State highway layout said point bearing north $69^{\circ} 49' 28''$ east and being 152.97 feet distant from Station 234 of the main base line hereinbefore described.

Section No. 6

The sixth section of highway hereby laid out on behalf of the City of Holyoke establishes a location for an access road from Cherry Street to "Community Field" so-called, and adjoins the easterly location line of the State highway layout hereinbefore described, and is more fully described as follows:

The location line of the sixth section of highway hereby laid out on behalf of the City of Holyoke begins at a point on the easterly location line of the aforesaid State highway layout, said point bearing north $21^{\circ} 23' 00''$ east and being 42.47 feet distant from Station 43+57.89 of auxiliary base line "X" hereinbefore described and extends thence, leaving said location line, parallel to auxiliary base line #1 hereinbefore described and 30.00 feet distant northeasterly therefrom to a point bearing south $71^{\circ} 24' 40''$ west and 30.00 feet distant from Station 7+64.84 of said auxiliary base line #1; thence south $86^{\circ} 09' 02''$ west, 53.09 feet to the point of ending thereof on the aforesaid easterly State highway location line, said point bearing south $72^{\circ} 10' 08''$ west and being 21.44 feet distant from Station 7+78.06 of said auxiliary base line #1.

The location lines of the sections of highway hereby laid out

on behalf of the City of Holyoke are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof.

Upon completion of the construction of the State highway within the limits of the layout hereinbefore described, and the acceptance thereof by the Department of Public Works, the control and maintenance of the roadways of Bemis Road, Park Road and Westfield Road, as existing or as altered by said construction, and lying within the limits of said State highway location, shall revert to the City of Holyoke.

Easements are hereby taken in the parcels of land hereinafter described as Parcels 5-R-1 and 5-R-2. Said easements are hereby taken under the provisions of Chapter 448 of the Acts of 1948 in behalf of owners of land whose rights of access thereto and egress therefrom would otherwise become inoperative due to the limited access provisions of the State highway layout hereinbefore described. Said easements consist of the right to enter upon said land at any time to construct thereon and to use and maintain driveways and necessary utilities.

Parcel 5-R-1

A parcel of land supposed to be owned by Roger J. and Jeanne B. Reidy, adjoining the easterly location line of the State highway layout hereinbefore described, at Lower Westfield Road, the aforesaid rights therein being taken in behalf of Alice M. Charpentier, and is bounded westerly by land now or formerly of Alice M. Charpentier, 15 feet; northerly by other land of said Reidy about 60 feet; easterly by land now or formerly of Eugene T. and Blanche R. Rainville, 15 feet and southerly by the State highway location hereinbefore described, about 60 feet; containing about 900 square feet.

Parcel 5-R-2

A strip of land 20 feet in width supposed to be owned by Roger E. Beaudoin and Wanda A. Beaudoin, the aforesaid rights therein being taken on behalf of Louis J. and Mary Fasoli. Said strip of land extends southeasterly about 566 feet from the existing southeasterly street line of Lindor Street at its junction with the westerly location line of the State highway layout hereinbefore described to the dividing line between land now or formerly of said Beaudoin and land now or formerly of said Fasoli. Said strip of land is centered on a baseline that begins at a point on the existing southeasterly street line of Lindor Street, said point being shown on plan as about Station 9+12, and extends thence, leaving said street line, south $62^{\circ} 08' 17''$ east about 91 feet; thence, by a curve to the left of 300.00 feet radius 52.15 feet; thence south $72^{\circ} 05' 51''$ east 89.23 feet; thence by a curve to the right of 300.00 feet radius 79.41 feet; thence south $56^{\circ} 55' 51''$ east about 254 feet to the point of ending of this baseline, on the dividing line between land now or formerly of said Beaudoin and land now or formerly of said Fasoli, said point being shown on plan as about Station 3+46. Note: Station 8+70.00 of said baseline is a point bearing north $38^{\circ} 24' 09''$ east and being 76.45 feet distant from Station 61+49.32 of auxiliary baseline "W" hereinbefore described. Said parcel of land contains about 11,330 square feet.

Easements are hereby taken on behalf of the City of Holyoke, in the parcels of land hereinafter described as Parcels 5-SS-1-C and 5-SS-2-C for the purpose of relocating a portion of a sanitary sewer. Said easements consist of the right to enter upon said land at any time to construct thereon and to maintain and use a sanitary sewer and necessary appurtenances thereto.

Parcel 5-SS-1-C

A strip of land 25 feet in width, supposed to be owned by Woodmar Development Corp., adjoining the westerly location line of the State highway layout hereinbefore described, extending from opposite Station 223+60 of the main base line hereinbefore described to opposite about Station 232+22 of said main base line, and bounded northeasterly by said State highway location about 865 feet; southeasterly and southwesterly by other land of said Corp. 25 feet and about 875 feet respectively; and northerly by land now or formerly of Bemis Heights Development Corp. about 27 feet; containing about 21,375^{square}/feet.

Parcel 5-SS-2-C

A strip of land 25 feet in width, supposed to be owned by Bemis Heights Development Corp. adjoining the westerly location line of the State highway layout hereinbefore described, and bounded northeasterly by said State highway location about 161 feet; southerly by land now or formerly of Woodmar Development Corp. (Parcel 5-SS-1-C) about 27 feet; southwesterly by other land of said Bemis Heights Development Corp. about 160 feet; and northerly by Meadowview Road about 27 feet; containing about 4050 square feet.

Easements are hereby taken in the parcels of land hereinafter described as Parcels 5-RT-1 to 5-RT-11 inclusive, for the purpose of removing and/or demolishing structures which are located partly within the State highway location hereinbefore described and/or partly within the sections of highway laid out on behalf of the City of Holyoke as hereinbefore described. Said easements are temporary in nature and are to be in effect only until such time as the aforesaid purpose for which they are taken shall have been accomplished to the extent deemed necessary by the Department. Said easements consist

of the right to enter upon said land at any time during the effective period of the easements and to remove and/or demolish structures or portions of structures now located upon said land.

Parcel 5-RT-1

A parcel of land supposed to be owned by Thomas F. and Mary K. O'Connor, located on the westerly side of the State highway location hereinbefore described, bounded by the westerly location line thereof and by the line connecting the following points: opposite Station 112+95 of the main base line hereinbefore described and on said location line; opposite Station 113+25 of said main base line and 35 feet from said location line; and opposite Station 113+74 of said main base line; and on said location line.

Parcel 5-RT-2

A parcel of land supposed to be owned by Alphonse Groise Jr. and Marie Groise located on the easterly side of the State highway location hereinbefore described, bounded by the easterly location line thereof and by the line connecting the following points; opposite Station 119+38 of the main base line hereinbefore described and on said location line; opposite said Station 119+38 and 15 feet from said location line; opposite about Station 119+83 of said main base line and about 12 feet from said location line; and opposite said Station 119+83 and on said location line.

Parcel 5-RT-3

A parcel of land supposed to be owned by Nora T. Gillis located on the easterly side of the State highway location hereinbefore described bounded by the easterly location line thereof and by the line connecting the following points: opposite about Station 119+83 of the main baseline hereinbefore described and on said location line; opposite said Station 119+83 and about 12 feet from said location line; opposite about Station 120+17 of said main baseline and about 8 feet from said location line; and opposite said Station 120+17 and on said location line.

Parcel 5-RT-4

A parcel of land supposed to be owned by Joseph E. Goepfert located on the easterly side of the State highway location hereinbefore described bounded by the easterly location line thereof and by the line connecting the following points; opposite about Station 120+17 of the main baseline hereinbefore described and on said location line; opposite said Station 120+17 and about 17 feet from said location line; opposite about Station 120+66 of said main baseline and about 14 feet from said location line; and opposite said Station 120+66 and on said location line.

Parcel 5-RT-5

A parcel of land supposed to be owned by Elmwood Heights Realty Co., Inc. located on the westerly side of the State highway location hereinbefore described, bounded by the westerly location line thereof and by the line connecting the following points; opposite Station 108+50 of the main baseline hereinbefore described and on said location line; opposite said Station 108+50 and 49 feet from said location line; opposite Station 108+84 of said main baseline and 47 feet from said location line; and opposite Station 108+95 of said main baseline and on said location line.

Parcel 5-RT-6

A parcel of land supposed to be owned by Margaret L. Lester and Mary M. Tutty, located on the easterly side of the State highway location hereinbefore described, bounded by the easterly location line thereof and by the line connecting the following

points: opposite Station 134+62 of the main baseline hereinbefore described and on said location line; opposite Station 134+72 of said main baseline and 15 feet from said location line; and opposite Station 135+16 of said main baseline and on said location line.

Parcel 5-RT-7

A parcel of land supposed to be owned by William and Jane K. Munro, adjoining the easterly location line of the State highway layout hereinbefore described, bounded by said easterly location line and by the line connecting the following points: opposite about Station 41+68 of auxiliary baseline "X" hereinbefore described and on said location line; opposite about Station 41+95 of said auxiliary baseline "X" and about 30 feet from said location line; opposite Station 42+40 of said auxiliary baseline "X" and about 15 feet from said location line; and opposite said Station 42+40 and on said location line.

Parcel 5-RT-8

A parcel of land supposed to be owned by Carl E. and Lillian R. Breyer adjoining the westerly location line of the State highway layout hereinbefore described, bounded by said location line and by the line connecting the following points: opposite Station 61+14 of auxiliary baseline "W" hereinbefore described and on said location line; opposite said Station 61+14 and 37 feet from said location line; opposite Station 61+92 of said auxiliary baseline "W" and 32 feet from said location line; and opposite said Station 61+92 and on said location line.

Parcel 5-RT-9

A parcel of land supposed to be owned by Margaret M. Haley adjoining the northwesterly location line of the third section of City highway hereinbefore described, bounded by said location line and by the line connecting the following points: opposite Station 3+18 of auxiliary baseline 2 hereinbefore described and on said location line; opposite Station 3+31 of said auxiliary baseline 2 and 21 feet from said location line; and opposite Station 3+60 of said auxiliary baseline 2 and on said location line.

Parcel 5-RT-10

A parcel of land supposed to be owned by Leo and Sophia Kopacz adjoining the northwesterly location line of the third section of City highway hereinbefore described bounded by said location line thereof and by the line connecting the following points: opposite Station 1+87 of auxiliary baseline 2 hereinbefore described and on said location line; opposite Station 2+10 of said auxiliary baseline 2 and 30 feet from said location line; and opposite Station 2+32 of said auxiliary baseline 2 and on said location line.

Parcel 5-RT-11

A parcel of land supposed to be owned by Marco S. Marinello Associates, Inc. located on the easterly side of the State highway location hereinbefore described, bounded by the easterly location line thereof and by the line connecting the following points: opposite Station 261+10 of the main baseline hereinbefore described and on said location line; opposite Station 261+44 of said main baseline and 68 feet from said location line; opposite Station 262+77 of said main baseline and on said location line.

The locations of the above described easements are more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does

hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 718 of the Acts of 1956 as amended, all of the land not already owned by the Commonwealth of Massachusetts, outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures, (not, however, including poles, towers, wires, cables and other appurtenances for the conveyance of electricity and telephone communication) located thereon, situated in the City of Holyoke, County of Hampden, all of said land being taken in fee simple with the exception of Parcel 5-E-1 in which an easement for highway purpose is hereby taken, the supposed owners of Parcels 5-1 to 5-95 inclusive, 5-96A, 5-96B, 5-97 to 5-102 inclusive, 5-103A, 5-103B, 5-104 to 5-109 inclusive, 5-110A, 5-110B, 5-111, 5-112, 5-113, 5-114^{5-114B}, 5-115, 5-116, 5-117A, 5-117B, 5-118 to 5-131 inclusive, 5-133 to 5-140 inclusive, 5-141A, 5-141B, 5-142, 5-143, 5-144, 5-145A, 5-145B, 5-146A, 5-146B, 5-146C, 5-146D, 5-146E, ⁵⁻¹⁴⁸5-147, 5-149A, 5-149B and 5-150 to 5-156 inclusive shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

Rights of access to and egress from existing public ways, except as noted under items 19 and 20 of the access-egress provisions hereinbefore described, are hereby taken from owners of land abutting Lower Westfield Road, Cherry Street and Easthampton Road in the locations shown as Parcels 5-AT-1 to 5-AT-8 inclusive on the plan hereinafter referred to, the supposed owners of said land being set forth in the schedule hereinafter contained.

For the purpose of laying out, constructing and maintaining the sections of City highway hereinbefore described, the Department of Public Works, on behalf of the City of Holyoke, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of Chapter 718 of the Acts of 1956, as amended, Parcels 5-1-C, 5-2-C, 5-4-C, to 5-12-C inclusive, 5-13A-C, 5-13B-C, 5-14-C, 5-15-C, 5-16A-C, 5-16B-C, 5-17-C to 5-20-C inclusive, and 5-22-C to 5-24-C inclusive shown on the plan hereinafter referred to, including all trees and structures (not, however, including poles, towers, wires, cables and other appurtenances for the conveyance of electricity and telephone communication) located thereon situated in the City of Holyoke, County of Hampden, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles, and other appurtenances for the conveyance of water, sewage, gas, oil, and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

The State highway hereby laid out, the sections of City highway hereby laid out and the aforesaid takings are shown on a plan signed by D. S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke Hampden County Laid Out as a State Highway by the Department of Public Works May 5, 1964 Scale: 40 feet to the inch," an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County at Springfield.

Certain parcels of land included in this taking are registered land and are shown on the plan hereinbefore referred to as Parcels 5-22, 5-23, 5-24, 5-145B, 5-5-C, 5-6-C and 5-7-C, said land being registered in the Land Court at Boston and recorded in the Registered Land Division of the Registry of Deeds for Hampden County at Springfield.

<u>Parcel No.</u>	<u>Owner</u>	<u>Book</u>	<u>Page</u>	<u>Certificate</u>
5-22	John S. O'Connor	50	57	9897
5-23	Edward W. Kusek & Jean M. Kusek	50	117	9957
5-24	George V. Ross Jr. & Eunice E. Ross	48	11	9451
5-145B	John J. Bandeian & Alice M. Bandeian	31	3	6043
5-5-C	Andrew F. Metroske & Evelyn A. Metroske	51	33	10073
5-6-C	Maurice D. Fenton & Irene V. Fenton	49	144	9784
5-7-C	Arthur L. Mailhott & Ann B. Mailhott	57	108	11348

The aforesaid takings are made for the purpose of a State highway or City way or for ditches or drains for draining the same, and as provided by Chapter 79, Section 3, title to the fee of the property ^{taken} or to such other interest therein as has been designated in this order shall not vest in the Commonwealth or the City nor shall the right to damages vest until such way, drain or ditch has been entered upon or possession thereof made, and if such entry is not made or possession taken within two years from this date the taking shall be void.

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
5-1	The Sisters of Providence	11.30 Acres
5-2	Holyoke Regional Business Development Corp.	2250 Square Feet
5-3	Charles Eger & Ernest Eger	12.73 Acres
5-4	Holyoke Water Power Co.	0.59 Acres
5-5	Alice M. Charpentier	310 Square Feet
5-6	Regional Business Development Corp.	13.16 Acres
5-7	Holyoke Regional Business Development Corp.	18985 Square Feet
5-8	Fairfield Whiting and Marion Whiting	4.70 Acres
5-9	Elmwood Heights Realty Company, Inc.	5.40 Acres
5-10	George Vadnais Construction Company, Inc.	21850 Square Feet
5-11	George Ditomassi	3980 Square Feet
5-12	Herbert P. & Frances R. Schmidt	9275 Square Feet
5-13	Holyoke Water Power Company	3.61 Acres
5-14	Joseph R. & Florida L. Mayer	1.63 Acres
5-15	City of Holyoke	12000 Square Feet
5-16	Holyoke Water Power Co.	6.22 Acres
5-17	Edward C. Whiting	4.95 Acres
5-18	Elmwood Heights Realty Co., Inc.	4.68 Acres
5-19	Joseph R. & Florida L. Mayer	2.82 Acres
5-20	Francis W. & Ila E. Bray	1.48 Acres
5-21	Holyoke Water Power Co.	120 Square Feet
5-22	John S. O'Connor	3257 Square Feet
5-23	Edward W. Kusek & Jean M. Kusek	1948 Square Feet
5-24	George V. Ross Jr. & Eunice E. Ross	585 Square Feet
5-25	Albert J. Stemmer	2280 Square Feet

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
5-26	William F. & Winifred J. Ham	0.96 Acres
5-27	Owner Unknown (Huron Avenue)	1500 Square Feet
5-28	Raymond L. & Doris A. Preiss	48 Square Feet
5-29	Thomas F. & Mary K. O'Connor	18200 Square Feet
5-30	Parkell Realty Corporation	1.69 Acres
5-31	Elmwood Heights Realty Co., Inc.	1.40 Acres
5-32	Elmwood Heights Realty Co., Inc.	11425 Square Feet
5-33	Elmwood Heights Realty Co., Inc.	8400 Square Feet
5-34	Dana E. & Frances T. Roe	9500 Square Feet
5-35	Alphonse Groise Jr. & Marie Groise	24300 Square Feet
5-36	Nora T. Gillis	2400 Square Feet
5-37	Joseph E. Goepfert	13925 Square Feet
5-38	Charles W. & Eva L. Liebel	13750 Square Feet
5-39	Morton H. Graves & Ruth E. Graves	13850 Square Feet
5-40	Hugo E. Krausse & Hattie C. Deppner	14600 Square Feet
5-41	Richard & Erna H. Pueschel	14100 Square Feet
5-42	Waldemar O. Bischoff, Trustee	14300 Square Feet
5-43	Louis Heberle	13860 Square Feet
5-44	Frances E. Schmitter	13375 Square Feet
5-45	William E. & Mildred H. Finnerty	25750 Square Feet
5-46	Thomas C. & Elizabeth F. Standen	14400 Square Feet
5-47	Albert J. & Elsie A. Stemmer	190 Square Feet
5-48	Thomas F. & Mabel T. Reilly	6900 Square Feet
5-49	Parkell Realty Corporation	3400 Square Feet
5-50	Raymond E. & Marion E. Paquette	4750 Square Feet
5-51	Ernest A. & Anne D. Girard	4680 Square Feet
5-52	Richard A. & Clayre C. Pare	10380 Square Feet
5-53	Leon G. & Shirley M. Hebert	5650 Square Feet

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
5-54	Timothy J. Lawler	6200 Square Feet
5-55	Joseph Arthur & Doris M. Dion	7470 Square Feet
5-56	Roger J. & Jeanne B. Reidy	20800 Square Feet
5-57	Timothy J. Lawler	29300 Square Feet
5-58	Estate of Louis Magri	11100 Square Feet
5-59	Jeremiah T. & Isabel Downing	3600 Square Feet
5-60	Estate of Louis Magri	11100 Square Feet
5-61	George Sheard	1730 Square Feet
5-62	Valmore P. Tetreault	4800 Square Feet
5-63	Lawrence A. Boyle	4800 Square Feet
5-64	Michael J. Donohue & Lillian D. Skinner	2500 Square Feet
5-65	Estate of John J. & Nora T. Warren	1880 Square Feet
5-66	Estate of William Sheard	5100 Square Feet
5-67	City of Holyoke	5075 Square Feet
5-68	City of Holyoke	5050 Square Feet
5-69	Donald F. & Lucy S. Gaunt	5050 Square Feet
5-70	Robert F. & Margaret Boardway	24300 Square Feet
5-71	Estate of John W. Warren	11550 Square Feet
5-72	Rose Schaudynat	10975 Square Feet
5-73	Annie E. & Anna E. LaBrecque	10750 Square Feet
5-74	Arthur E. & Milda H. Lange	31925 Square Feet
5-75	Bernhard Meckel	5100 Square Feet
5-76	Oliver Lamagdelaine	7650 Square Feet
5-77	Ida Slotnick	7700 Square Feet
5-78	Jay Robert Wittaker	7925 Square Feet
5-79	Muriel G. Speiser	1475 Square Feet
5-80	Meyer L. Feldman	2900 Square Feet

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
5-81	Nellie C. Shea	7700 Square Feet
5-82	George Sheard	7700 Square Feet
5-83	Estate of George E. Cazos	7680 Square Feet
5-84	Adolph Bednarski	5120 Square Feet
5-85	Russell A. & Marie T. Bradley	33750 Square Feet
5-86	Margaret L. Lester & Mary M. Tutty	20450 Square Feet
5-87	Margaret L. Lester & Mary M. Tutty	6875 Square Feet
5-88	Joseph P. & Janet K. O'Brien	10250 Square Feet
5-89	Francis X. & Eileen P. Greaney	18225 Square Feet
5-90	Richard & Emma Klopfer	18775 Square Feet
5-91	Roseanna Gaudard	4960 Square Feet
5-92	Lorenzo J. Pasquinucci	5960 Square Feet
5-93	Commonwealth of Massachusetts	11.45 Acres
5-94	Owner Unknown	1.64 Acres
5-95	Emma Rudiger	40 Square Feet
5-96A	Estate of Cornelius Healy	10.40 Acres
5-96B	Estate of Cornelius Healy	4520 Square Feet
5-97	Morris A. & Mollie Rothenberg	3.01 Acres
5-98	Thomas E. Slattery	29670 Square Feet
5-99	Jeremiah E. Coffey	15200 Square Feet
5-100	Augustus H. Beers	585 Square Feet
5-101	William J. Millane	3.36 Acres
5-102	Olive L. LeTellier	6840 Square Feet
5-103A	City of Holyoke	2.05 Acres
5-103B	City of Holyoke	8.45 Acres
5-104	William & Jane K. Munro	4380 Square Feet

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
5-105	Adeith W. Epstein & Katherine J. Shea	3.57 Acres
5-106	Thomas E. Slattery	12,240 Square Feet
5-107	Oak Realty Corporation	4.60 Acres
5-108	Grace Bower Brooks	32 Square Feet
5-109	William S. & Claire E. Demery	3535 Square Feet
5-110A	Owner Unknown (Raymond Avenue)	4800 Square Feet
5-110B	Warren E. & Gloria A. Barber	1025 Square Feet
5-111	Willow Realty Corporation	2.49 Acres
5-112	Adeith W. Epstein & Katherine J. Shea	60 Square Feet
5-113	Owner Unknown	25440 Square Feet
5-114A	City of Holyoke	11.79 Acres
5-114B	City of Holyoke	4.05 Acres
5-115	City of Holyoke(Municipal Gas & Electric Commission)	15100 Square Feet
5-116	Tennessee Gas Transmission Co.	7150 Square Feet
5-117A	Nathan E. Goldstein, Inc.	38000 Square Feet
5-117B	Nathan E. Goldstein, Inc.	4825 Square Feet
5-118	Nathan E. Goldstein, Inc.	13075 Square Feet
5-119	William C. & Helen Vyn Marx	9580 Square Feet
5-120	Carl E. & Lillian R. Breyer	8280 Square Feet
5-121	Roger E. Beaudoin & Wanda A. Beaudoin	34275 Square Feet
5-122	Louis J. & Mary Fasoli	23125 Square Feet
5-123	Earl N. & Ann C. Young	2.04 Acres
5-124	Prentiss D. Williams	34820 Square Feet

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
5-125	Karel J. & Jana M. Susat	1.25 Acres
5-126	Richard & Mary Maher	1.12 Acres
5-127	Walter E. & Louise A. Wudyka	10890 Square Feet
5-128	Eva L. & Evangeline C. Mathieu	7840 Square Feet
5-129	Casmier F. & Mildred V. Twarog	12.09 Acres
5-130	Lucien & Corrine Rondeau	35 Square Feet
5-131	Marc S. & Cecile Barthello	2.48 Acres
5-133	Frances B. Woods & Lillian Halpern	16610 Square Feet
5-134	Frank B. & Elvira B. Merrick	888 Square Feet
5-135	Dorothy R. Dwight	1.16 Acres
5-136	John N. & Marie W. Hazen	1.18 Acres
5-137	Ida W. Taber	1.13 Acres
5-138	F. Ray & Mildred E. Green	1.17 Acres
5-139	Estate of Mary T. Haley	1690 Square Feet
5-140	Eleanor H. Epstein	3010 Square Feet
5-141A	Woodmar Development Corporation	5.64 Acres
5-141B	Woodmar Development Corporation	4.13 Acres
5-142	Marion Center Inc.	13665 Square Feet
5-143	Stewart R. Allyn & Edward S. O'Donnell	3.84 Acres
5-144	Thomas Epstein & Annie Krieger	4.39 Acres
5-145A	John J. Bandeian & Alice M. Bandeian	1.22 Acres
5-145B	John J. Bandeian & Alice M. Bandeian	1.40 Acres
5-146A	Bemis Heights Development Corporation	38150 Square Feet
5-146B	Bemis Heights Development Corporation	9080 Square Feet
5-146C	Bemis Heights Development Corporation	42265 Square Feet
5-146D	Bemis Heights Development Corporation	13000 Square Feet

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<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
5-146E	Bemis Heights Development Corp.	1.34 Acres
5-147	Marken Corp.	26695 Square Feet
5-148	Louis M. Demos & Leo R. Neddo	12080 Square Feet
5-149A	Burton S. Resnic	2.89 Acres
5-149B	Burton S. Resnic	5900 Square Feet
5-150	Marco S. Marinello Associates, Inc.	20.26 Acres
5-151	Alice E. Riley	6135 Square Feet
5-152	George J. Bernard Jr. & Barbara C. Bernard	5180 Square Feet
5-153	Ester L. Brandt	8310 Square Feet
5-154	Morris & Sarah M. Horn	10370 Square Feet
5-155	Rene V. & Claire M. Hebert	6500 Square Feet
5-156	Emory A. & Florence S. Brodeur	38280 Square Feet
5-E-1	Holyoke & Westfield R. R. Co.	0.68 Acres
5-1-C	John E. Hayes	665 Square Feet
5-2-C	Elmwood Heights Realty Co., Inc.	2442 Square Feet
5-4-C	William F. & Winifred J. Ham	240 Square Feet
5-5-C	Andrew F. Metroske & Evelyn A. Metroske	255 Square Feet
5-6-C	Maurice D. Fenton & Irene V. Fenton	898 Square Feet
5-7-C	Arthur L. Mailhott & Ann B. Mailhott	1584 Square Feet
5-8-C	John R. Cuniff	335 Square Feet
5-9-C	Theodore F. & Lorraine M. Beckta	1745 Square Feet
5-10-C	Carl E. & Lillian R. Breyer	1740 Square Feet
5-11-C	Nathan E. Goldstein, Inc.	8000 Square Feet
5-12-C	Josephine Ittner	2575 Square Feet
5-13A-C	Cornelius W. & Stella Haley	1250 Square Feet
5-13B-C	Cornelius W. & Stella Haley	3480 Square Feet

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
5-14-C	Margaret M. Haley	9075 Square Feet
5-15-C	Leo & Sophia Kopacz	15130 Square Feet
5-16A-C	Estate of Mary T. Haley	1900 Square Feet
5-16B-C	Estate of Mary T. Haley	70 Square Feet
5-17-C	Henry M. & Ida M. Senneville	4535 Square Feet
5-18-C	Walter P. & Mary F. Haas	500 Square Feet
5-19-C	Bemis Heights Development Corp.	7200 Square Feet
5-20-C	Bemis Heights Development Corp.	8590 Square Feet
5-22-C	Francis W. & Illa E. Bray	0.12 Acres
5-23-C	William J. Millane	1.21 Acres
5-24-C	Olive L. LeTellier	6580 Square Feet
5-R-1	Roger J. & Jeanne B. Reidy	900 Square Feet
5-R-2	Roger E. Beaudoin & Wanda A. Beaudoin	11330 Square Feet
5-SS-1-C	Woodmar Development Corp.	21375 Square Feet
5-SS-2-C	Bemis Heights Development Corp.	4050 Square Feet
5-AT-1	Holyoke Water Power Co.	
5-AT-2	Alice M. Charpentier	
5-AT-3	Roger J. & Jeanne B. Reidy	
5-AT-4	Eugene T. & Blanche Rainville	
5-AT-5	Emma Rudiger	
5-AT-6	Augustus H. Beers	
5-AT-7	Armand J. & Aurore F. Durocher	
5-AT-8	City of Holyoke	
5-RT-1	Thomas F. & Mary K. O'Connor	
5-RT-2	Alphonse Groise Jr. & Marie Groise	
5-RT-3	Nora T. Gillis	
5-RT-4	Joseph E. Goepfert	

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
5-RT-5	Elmwood Heights Realty Co., Inc.	
5-RT-6	Margaret L. Lester & Mary M. Tutty	
5-RT-7	William & Jane K. Munro	
5-RT-8	Carl E. & Lillian R. Breyer	
5-RT-9	Margaret M. Haley	
5-RT-10	Leo & Sophia Kopacz	
5-RT-11	Marco S. Marinello Associates, Inc.	

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted: That said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of ^{by} the Commonwealth; that the Secretary of the Department of Public Works be and hereby instructed to file, in the office of the County Commissioners of the County and the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted: That the Secretary of the Department of Public Works be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out said sections of City way in accordance with said plan.

Dated at Boston this Fifth day of May, 1964

J. A. S.

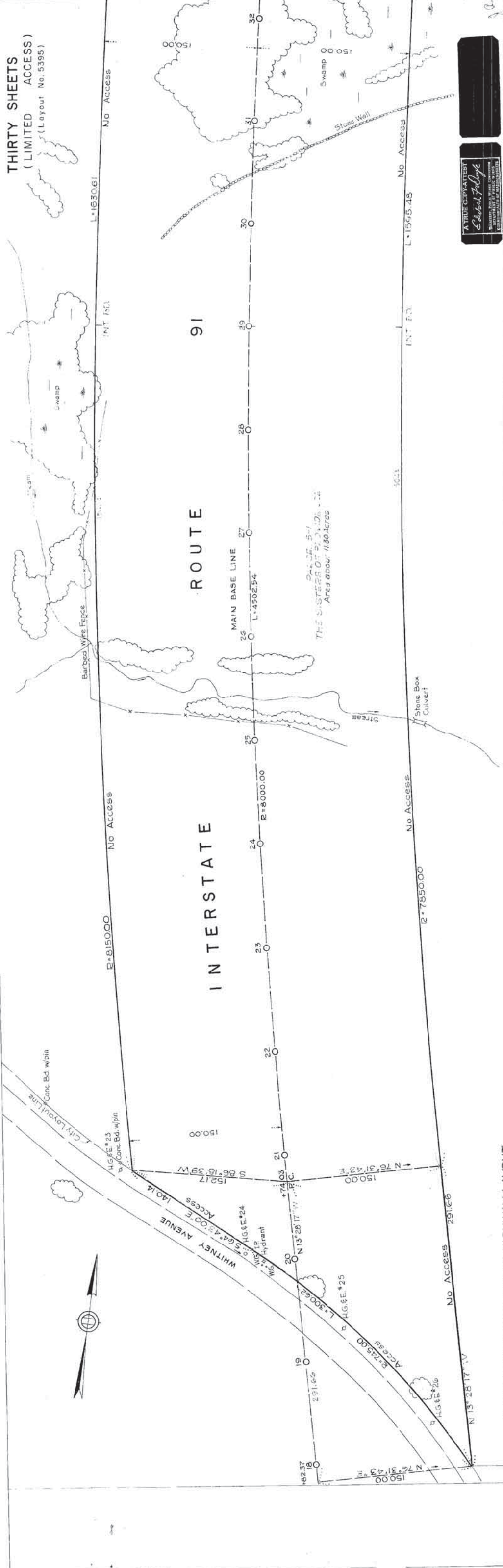
[Signature]
[Signature]
[Signature]
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Department

of

Public Works

A TRUE COPY-ATTEST
Edward F. Duyle
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS



THIRTY SHEETS
(LIMITED ACCESS)
(Layout No. 5395)



The Commonwealth of Massachusetts
PLAN OF ROAD
in the city of
HOLYOKE
HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
MAY 5, 1964
Scale: 40 feet to the inch
Chief Engineer

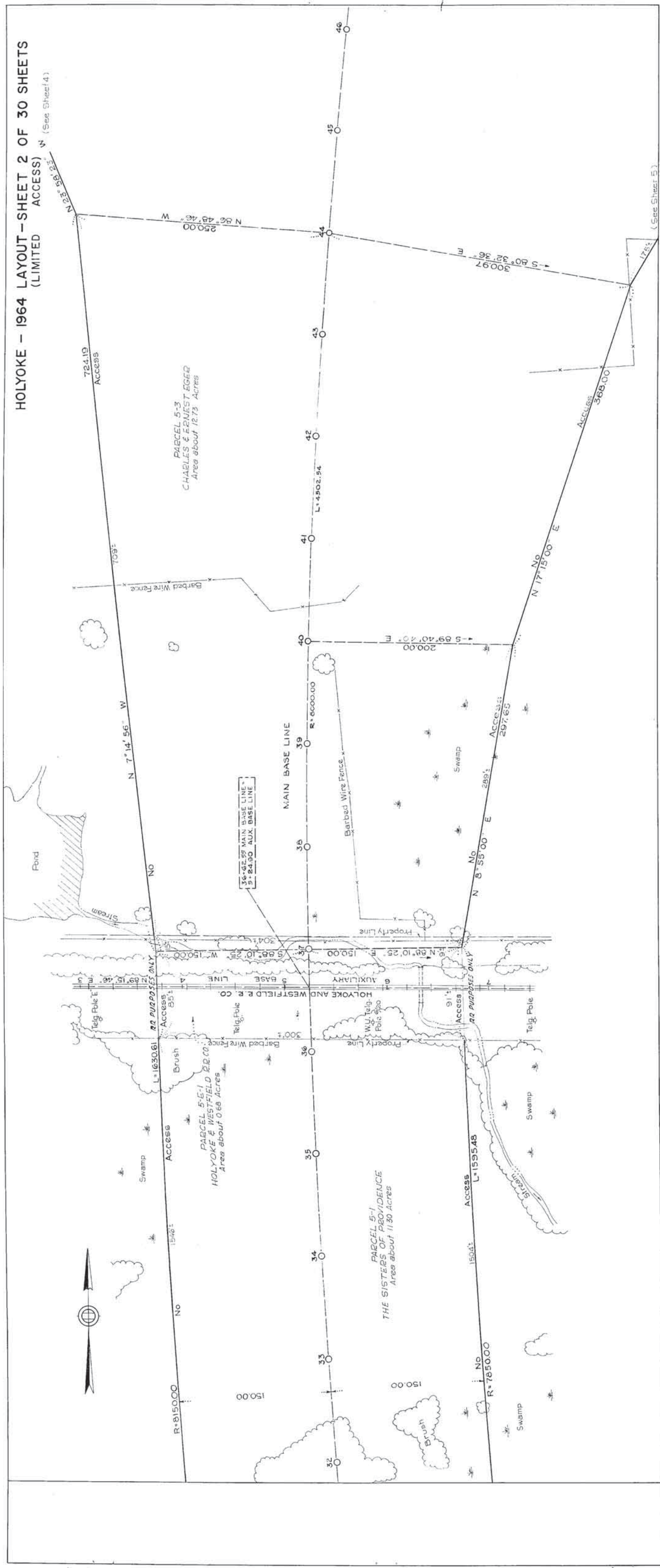
This certifies that the road shown on this plan was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on May 5, 1964, in accordance with Chapter 81A of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943.

This certifies that the sections of road marked on this plan "City Layout" were laid out in behalf of the City of Holyoke by the Massachusetts Department of Public Works on May 5, 1964, in accordance with Chapter 44A of the Acts of 1948.

Plans Prepared by
Whitman & Howard Inc., Engineers
Boston, Mass.

BEGINNING OF 1964 STATE HIGHWAY LAYOUT

3 (See Sheet 4)

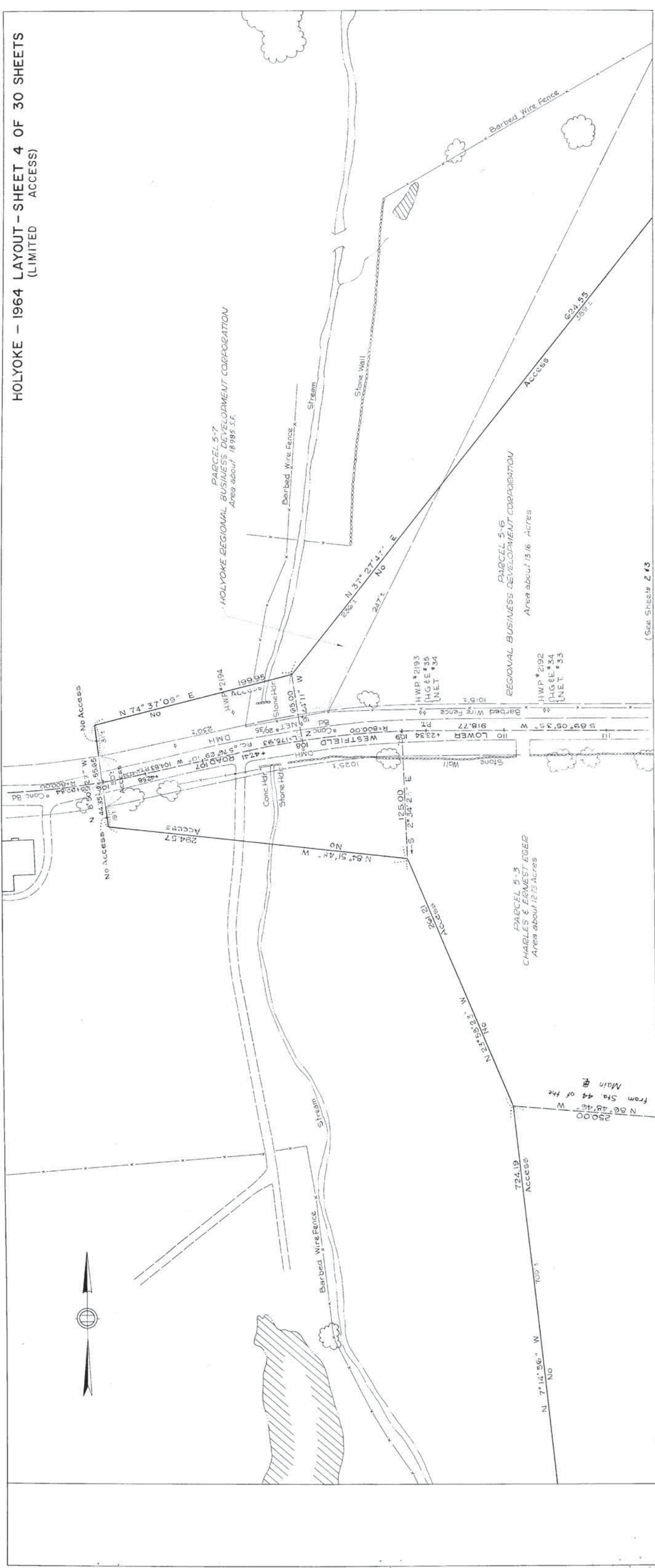


(See Sheet 4)



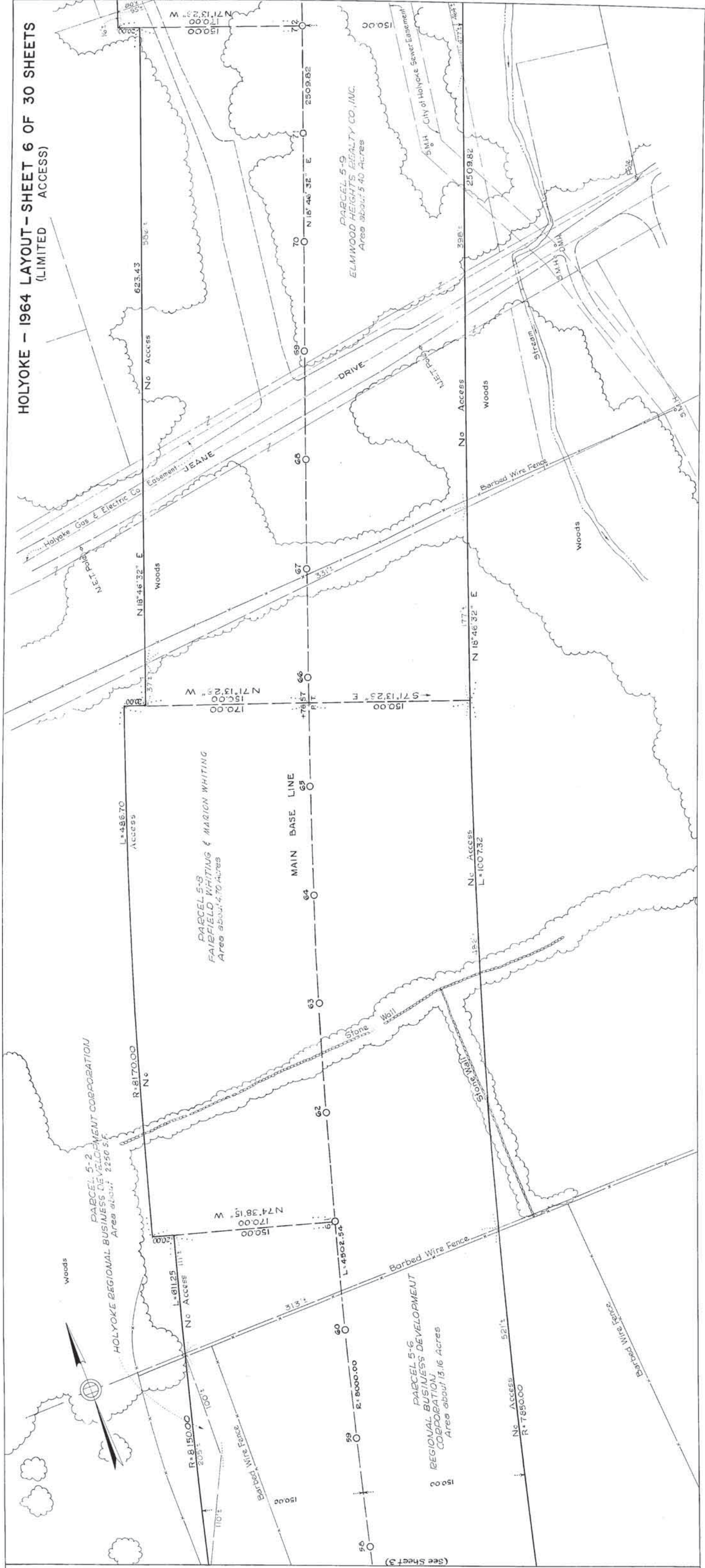
PARCEL 5-3
CHARLES & ERNEST EGER
Area about 12.73 acres

HOLYOKE - 1964 LAYOUT - SHEET 4 OF 30 SHEETS
(LIMITED ACCESS)

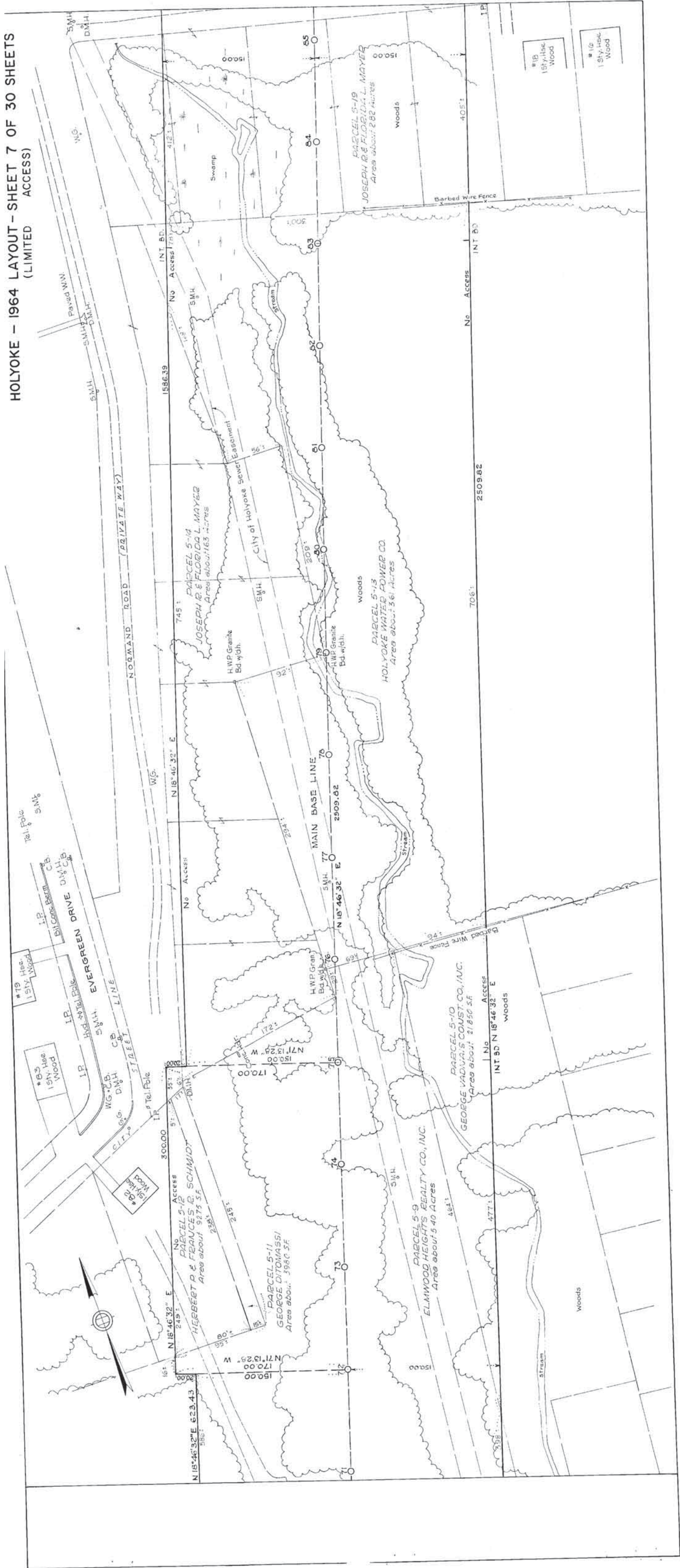


(See Sheets 2 & 3)

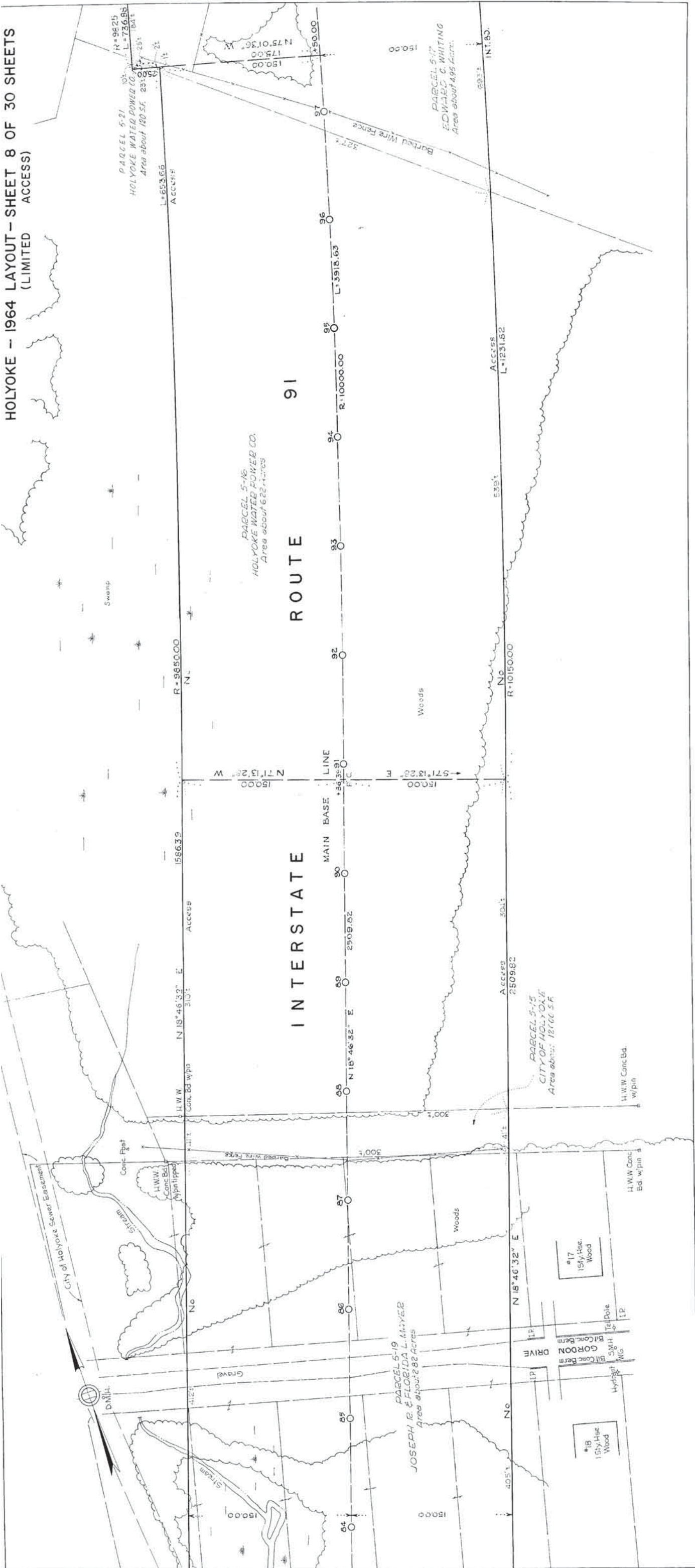
HOLYOKE - 1964 LAYOUT - SHEET 6 OF 30 SHEETS
(LIMITED ACCESS)



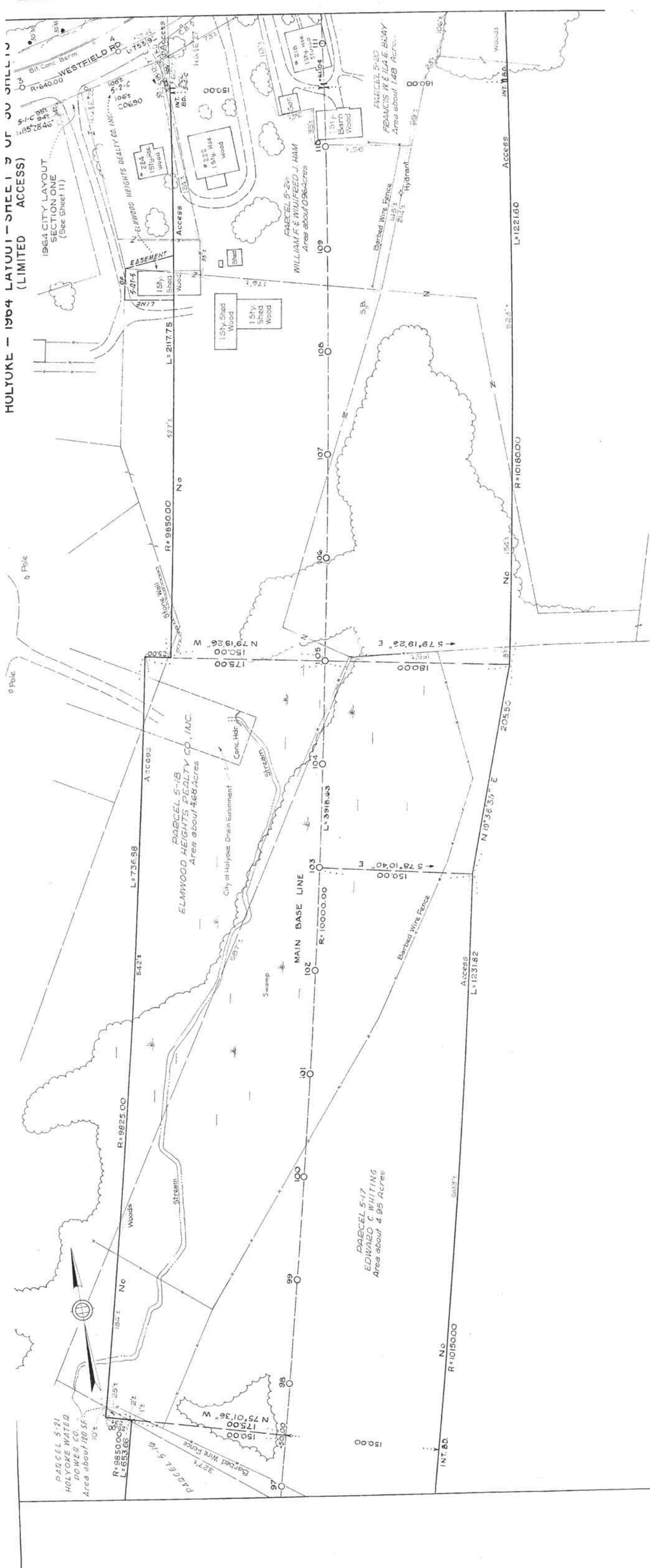
HOLYOKE - 1964 LAYOUT - SHEET 7 OF 30 SHEETS
(LIMITED ACCESS)



HOLYOKE -- 1964 LAYOUT -- SHEET 8 OF 30 SHEETS
(LIMITED ACCESS)



HOLYOKE - 1964 LAYOUT - SHEET 3 OF 30 (LIMITED ACCESS)



1964 CITY LAYOUT-SECTION ONE
(See Sheet 11)

PARCEL 5-1-C
JOHN E. HAYES
Area about 665 S.F.

PARCEL 5-2-C
ELMWOOD HEIGHTS
REALTY CO. INC.
Area about 2442 S.F.

PARCEL 5-18
WOOD
Area about 5222 S.F.

PARCEL 5-20
FRANCIS W. & L. E. BOY
Area about 148 Acres

PARCEL 5-13
Access
R=10180.00

PARCEL 5-22
JOHN S. O'CONNOR
Area about 3257 S.F.

PARCEL 5-23
EDWARD W. KUECK & J. M. AUSEN
Area about 1948 S.F.

PARCEL 5-24
GEORGE V. ROSS JR.
Area about 585 S.F.

PARCEL 5-25
ALBERT J. STEMMER
Area about 2280 S.F.

PARCEL 5-26
ALBERT J. STEMMER
Area about 190 S.F.

PARCEL 5-27
THOMAS F. & MARY K. O'CONNOR
Area about 1800 S.F.

PARCEL 5-28
RAYMOND L. & DORIS A. PERISS
Area about 48 S.F.

PARCEL 5-29
THOMAS F. & MARY K. O'CONNOR
Area about 1800 S.F.

PARCEL 5-30
PARKELL REALTY CORPORATION
Area about 169 Acres

PARCEL 5-31
ELMWOOD HEIGHTS REALTY CO. INC.
Area about 11495 S.F.

PARCEL 5-32
ELMWOOD HEIGHTS REALTY CO. INC.
Area about 11495 S.F.

PARCEL 5-33
DAVID & FRANK T. BOE
Area about 9500 S.F.

PARCEL 5-34
ALPHONSE BROISE JR.
Area about 24300 S.F.

PARCEL 5-35
JOSEPH E. GOLDFORD
Area about 13925 S.F.

PARCEL 5-36
CHARLES W. & EVA L. LIBEL
Area about 13750 S.F.

PARCEL 5-37
MORTON H. & RUTH E. GAVES
Area about 13850 S.F.

PARCEL 5-38
HUGO E. KRAUSE & HATTIE C. DEPPER
Area about 14600 S.F.

PARCEL 5-39
RICHARD & EMMA H. PUSCHKE
Area about 14100 S.F.

PARCEL 5-40
WALDEMAR O. BISCHOFF, TRUSTEE
Area about 14300 S.F.

PARCEL 5-41
LOUIS HERBULE
Area about 13860 S.F.

PARCEL 5-42
FRANCES E. SCHMITTER
Area about 13375 S.F.

PARCEL 5-43
Area about 20000 S.F.

1964 CITY LAYOUT-SECTION TWO

PARCEL 5-1-C
JOHN E. HAYES
Area about 665 S.F.

PARCEL 5-2-C
ELMWOOD HEIGHTS
REALTY CO. INC.
Area about 2442 S.F.

PARCEL 5-18
WOOD
Area about 5222 S.F.

PARCEL 5-20
FRANCIS W. & L. E. BOY
Area about 148 Acres

PARCEL 5-13
Access
R=10180.00

PARCEL 5-22
JOHN S. O'CONNOR
Area about 3257 S.F.

PARCEL 5-23
EDWARD W. KUECK & J. M. AUSEN
Area about 1948 S.F.

PARCEL 5-24
GEORGE V. ROSS JR.
Area about 585 S.F.

PARCEL 5-25
ALBERT J. STEMMER
Area about 2280 S.F.

PARCEL 5-26
ALBERT J. STEMMER
Area about 190 S.F.

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Area about 1800 S.F.

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Area about 1800 S.F.

PARCEL 5-30
PARKELL REALTY CORPORATION
Area about 169 Acres

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Area about 11495 S.F.

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Area about 11495 S.F.

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Area about 9500 S.F.

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Area about 24300 S.F.

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Area about 14300 S.F.

PARCEL 5-41
LOUIS HERBULE
Area about 13860 S.F.

PARCEL 5-42
FRANCES E. SCHMITTER
Area about 13375 S.F.

PARCEL 5-43
Area about 20000 S.F.

HOLYOKE - 1964 LAYOUT - SHEET 10 OF 30 SHEETS
(LIMITED ACCESS)

PARCEL 5-1-C
JOHN E. HAYES
Area about 665 S.F.

PARCEL 5-2-C
ELMWOOD HEIGHTS
REALTY CO. INC.
Area about 2442 S.F.

PARCEL 5-18
WOOD
Area about 5222 S.F.

PARCEL 5-20
FRANCIS W. & L. E. BOY
Area about 148 Acres

PARCEL 5-13
Access
R=10180.00

PARCEL 5-22
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Area about 3257 S.F.

PARCEL 5-23
EDWARD W. KUECK & J. M. AUSEN
Area about 1948 S.F.

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GEORGE V. ROSS JR.
Area about 585 S.F.

PARCEL 5-25
ALBERT J. STEMMER
Area about 2280 S.F.

PARCEL 5-26
ALBERT J. STEMMER
Area about 190 S.F.

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RAYMOND L. & DORIS A. PERISS
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THOMAS F. & MARY K. O'CONNOR
Area about 1800 S.F.

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PARKELL REALTY CORPORATION
Area about 169 Acres

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ELMWOOD HEIGHTS REALTY CO. INC.
Area about 11495 S.F.

PARCEL 5-32
ELMWOOD HEIGHTS REALTY CO. INC.
Area about 11495 S.F.

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Area about 9500 S.F.

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ALPHONSE BROISE JR.
Area about 24300 S.F.

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PARCEL 5-38
HUGO E. KRAUSE & HATTIE C. DEPPER
Area about 14600 S.F.

PARCEL 5-39
RICHARD & EMMA H. PUSCHKE
Area about 14100 S.F.

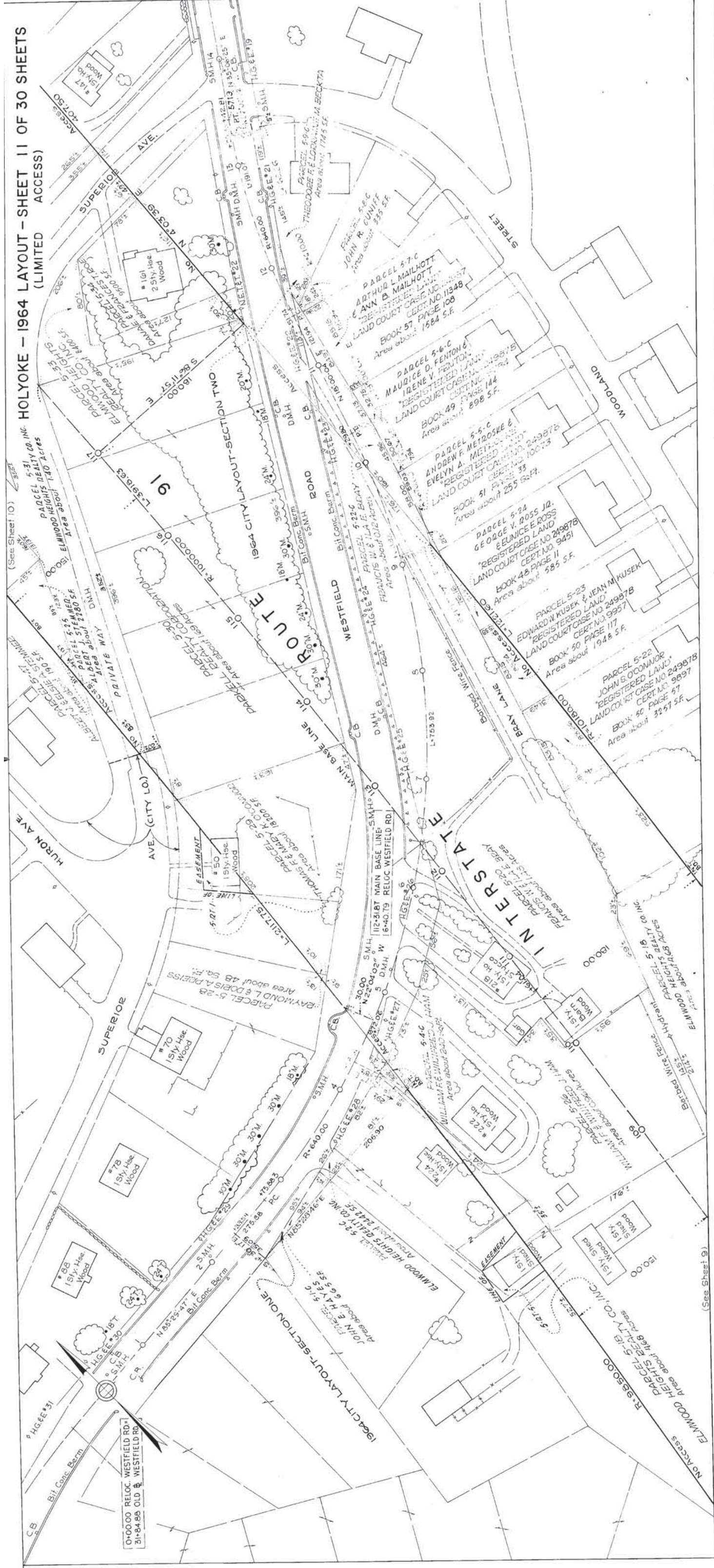
PARCEL 5-40
WALDEMAR O. BISCHOFF, TRUSTEE
Area about 14300 S.F.

PARCEL 5-41
LOUIS HERBULE
Area about 13860 S.F.

PARCEL 5-42
FRANCES E. SCHMITTER
Area about 13375 S.F.

PARCEL 5-43
Area about 20000 S.F.

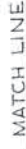
HOLYOKE - SHEET 11 OF 30 SHEETS
(LIMITED ACCESS)



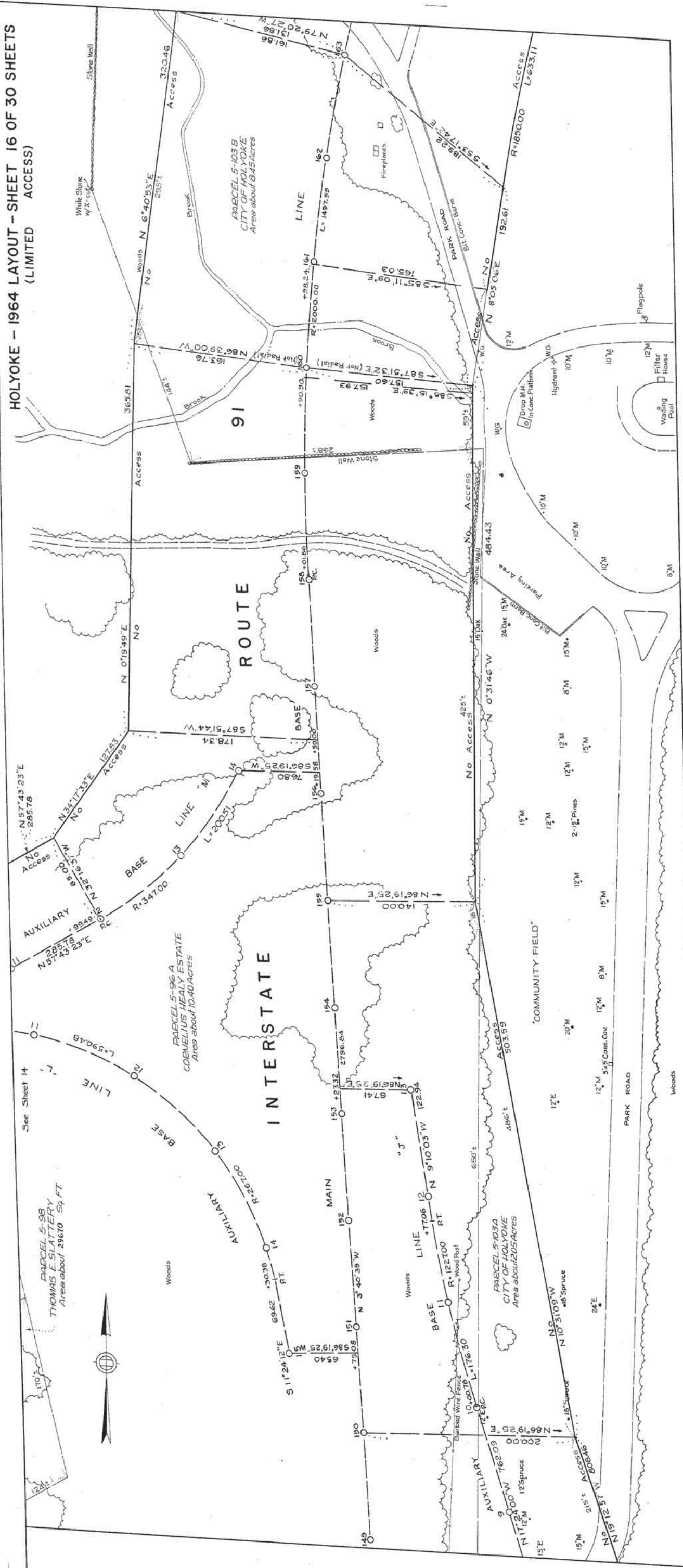
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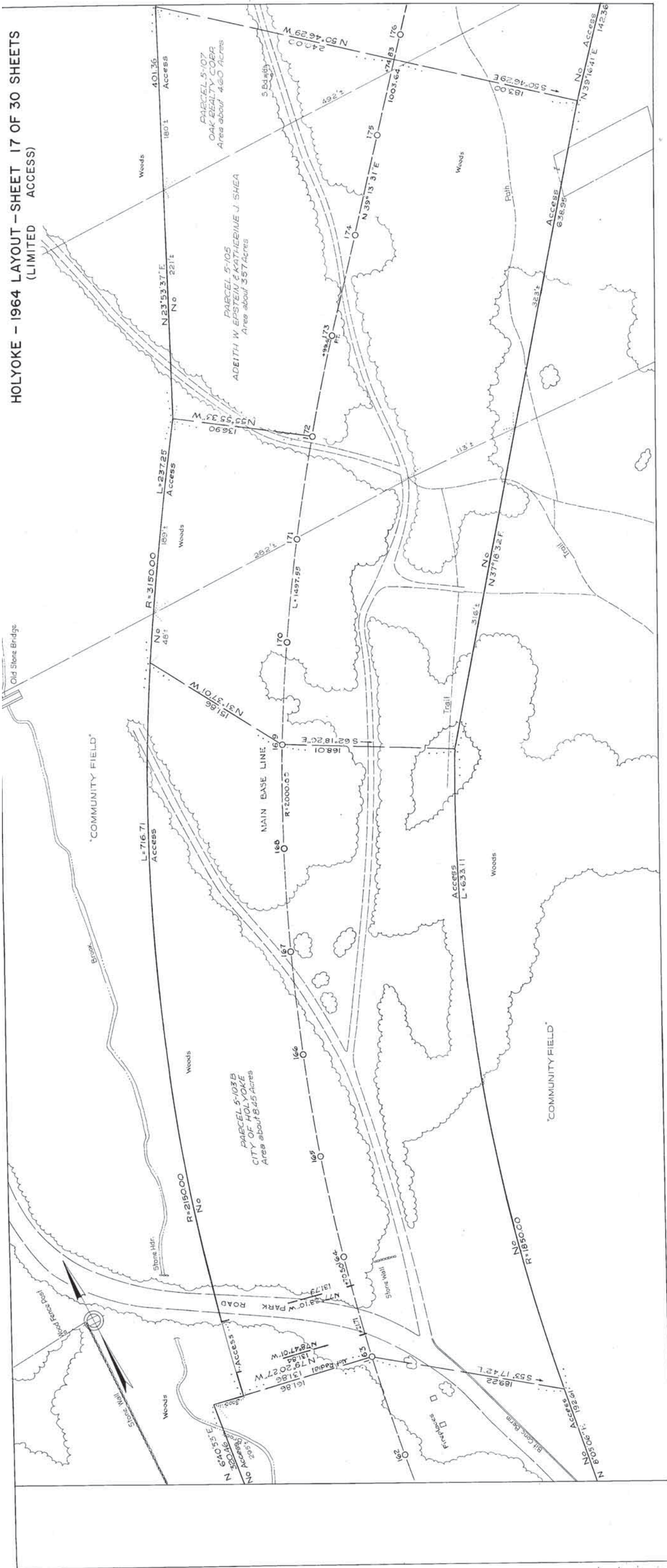
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MATCH LINE

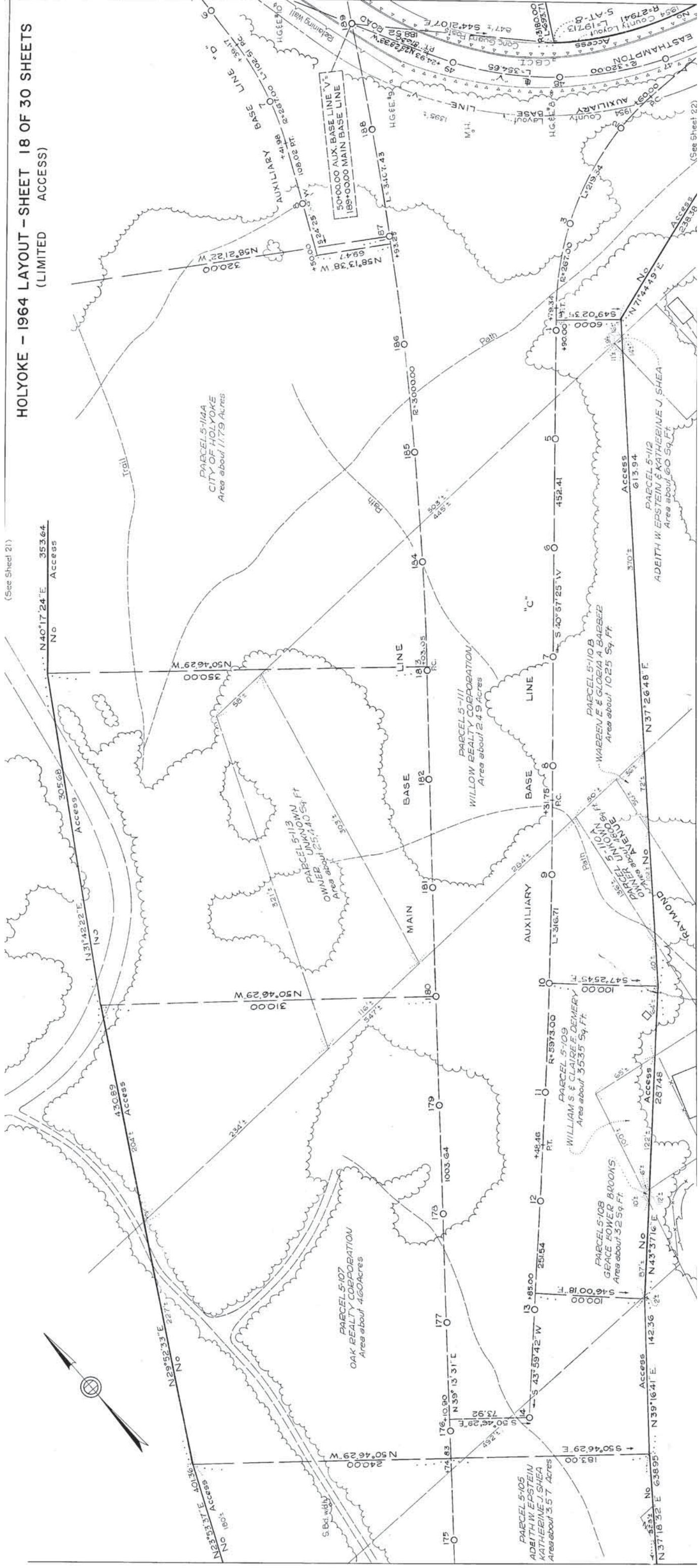


HOLYOKE - 1964 LAYOUT - SHEET 16 OF 30 SHEETS
(LIMITED ACCESS)

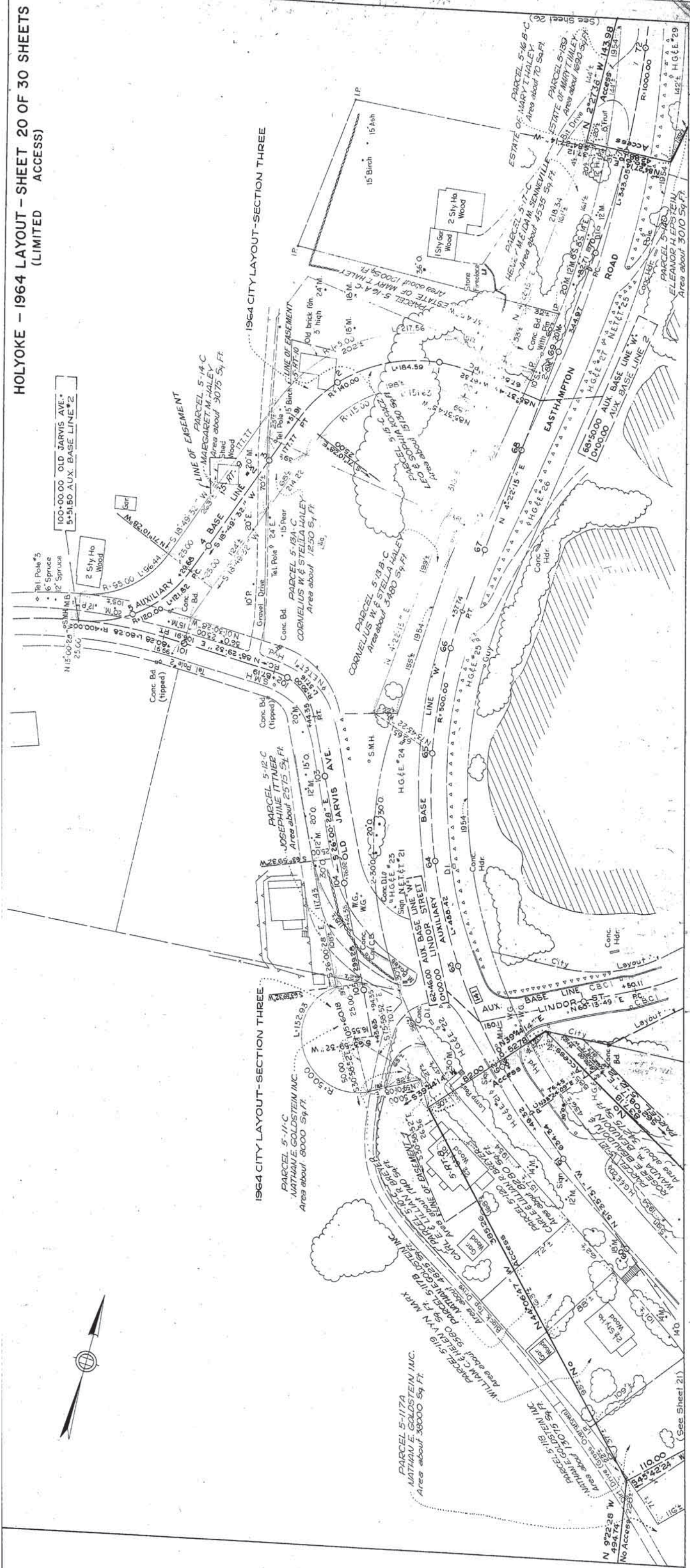




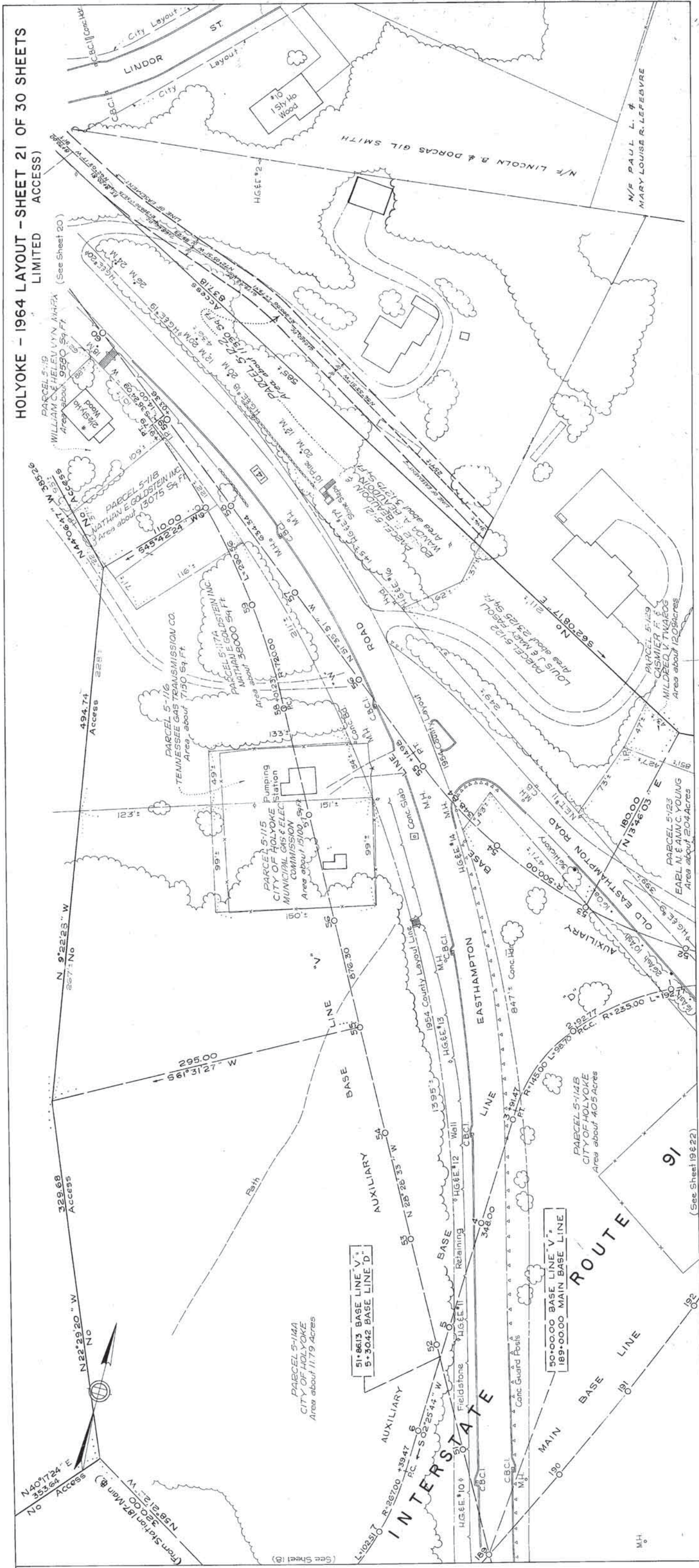
HOLYOKE - 1964 LAYOUT - SHEET 18 OF 30 SHEETS
(LIMITED ACCESS)



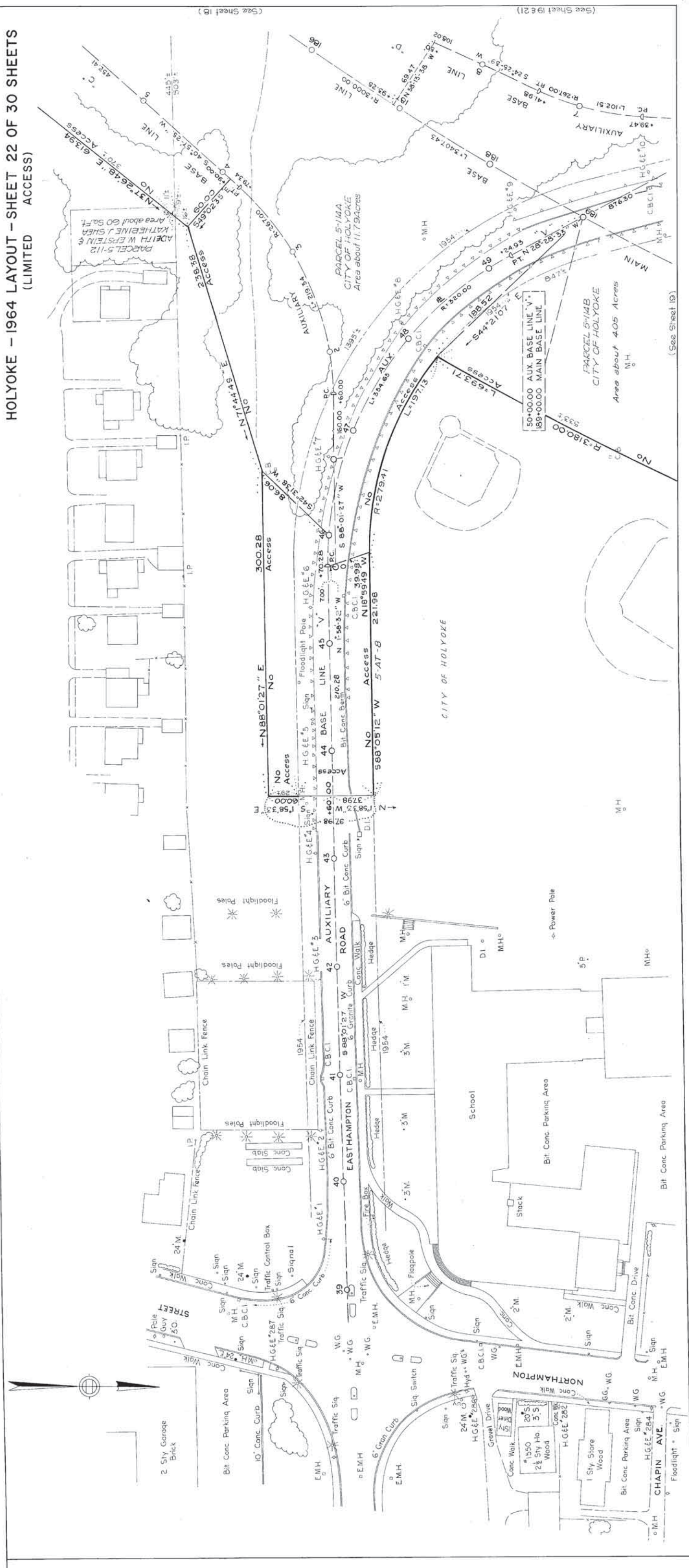
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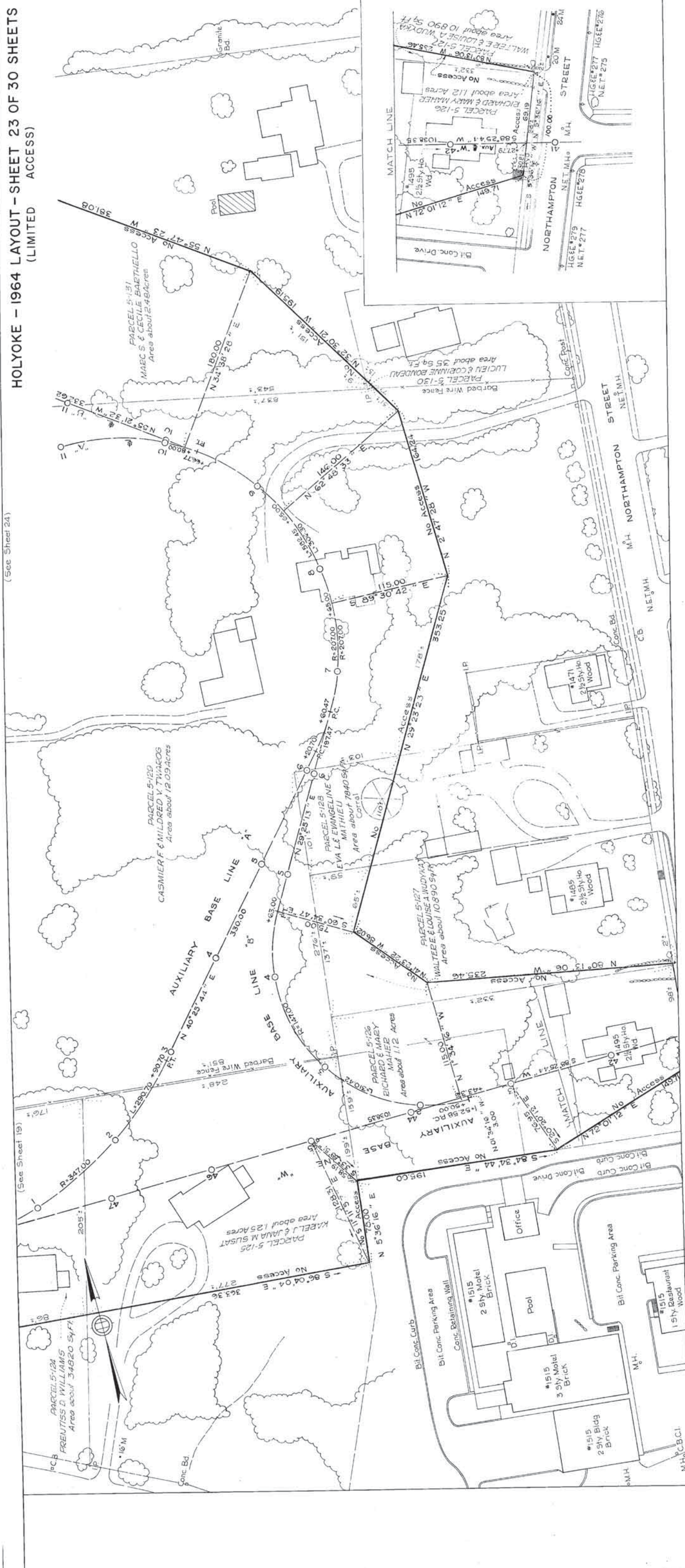
HOLYOKE - 1964 LAYOUT - SHEET 21 OF 30 SHEETS
LIMITED ACCESS)



HOLYOKE - 1964 LAYOUT - SHEET 22 OF 30 SHEETS
(LIMITED ACCESS)



(LIMITED ACCESS)



PARCEL 5-134
FRANK B. & ELVIRA B. MERBICK:
Area about 888 Sq Ft.

CASMIER F & MILDRED V TWARDOG
Parcel about 12.09 Acres

PARCEL 5-145
PAUL R. ALLYN &
STEWART R. O'DONNELL
EDWARD S. O'DONNELL
Area about 384 Acres

PRINCELE 5-141A
CORPORATION
504.1000

13. 5 5, 17
 14. 13. 5 5, 17
 15. 13. 5 5, 17

PARCEL 5-133
FRANCES B. WOODS &
LILLIAN HALFEY
Area about 160 J.S. 17

PARCEL 5-131
MARC S. & CECILE BARTHELLO
Area about 2.48 Acres

$$\frac{165.3}{\leftarrow 877.4}$$

PARCEL 5-136
JOHN N. & MARIE W. HAZEN
Area about 1.18 Acres

PARCEL 5-135
DOROTHY R. DWIGHT
Area about 1.16 Acres

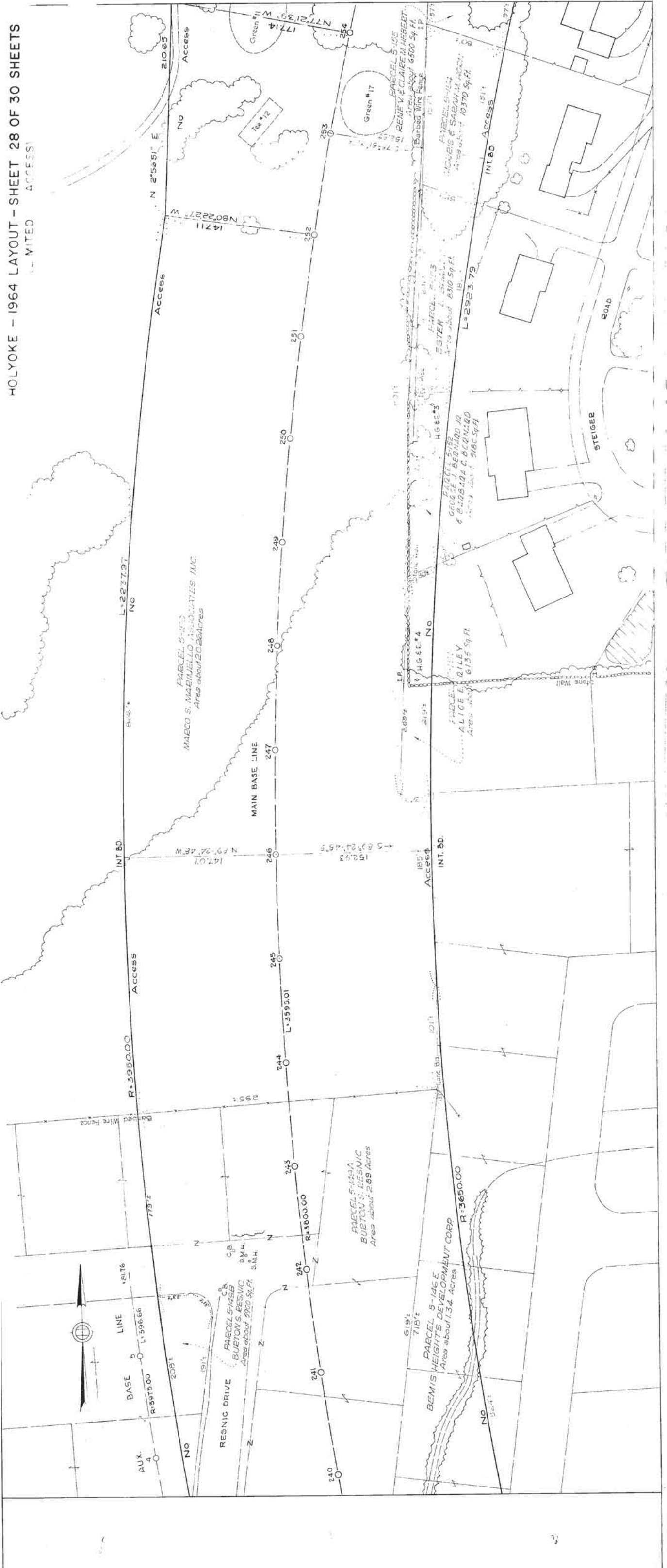
CASMIER F & MILDRED V TWARDOG
Parcel about 12.09 Acres

[illegible]

	"E"
0+00.00 AUX. BASE LINE	"W"
73+53.76 AUX. BASE LINE	

36-30 W
 3-18-54
 PARCEL 5-145 B
 JOHN J. BANDEIAN &
 ALICE M. BANDEIAN
 "REGISTERED LAND"
 REGISTERED CASE NO. 3239B
 AND COURT CASE NO. 6045
 CERT. NO. 6045
 BOOK 31 PAGE 3
 Area about 140 Acres

HOLYOKE - 1964 LAYOUT - SHEET 28 OF 30 SHEETS



HOLYOKE - 1964 LAYOUT - SHEET 29 OF 30 SHEETS
(LIMITED ACCESS)

The map illustrates a golf course layout with the following key features and data:

- Parcel 5-150:** MAECO S. MARINELLO ASSOCIATES INC. Area about 2026 Acres.
- Parcel 5-154:** MORRIS & SARAH M. HORN Area about 10370 SF.
- Parcel 5-155:** PENE V & CLAUDE M. HERBERT Area about 6600 SF.
- Infrastructure:** Mountain View Road, Steiger Road, and various access points.
- Course Features:** Golf Course, Tee #12, Tee #17, Tee #9, Tee #10, Green #9, Green #17, Green #10.
- Measurements:** Numerous bearings (e.g., N 28° 21' 27" E, N 26° 04' 31" E) and distances (e.g., L=418.64, R=3980.00, L=3078.3) are provided for the boundaries and internal features.

STEIGER

Area about 1000

MOZEL & SARAH 10370 S.F.
Area about

3051

1.32
87

STL

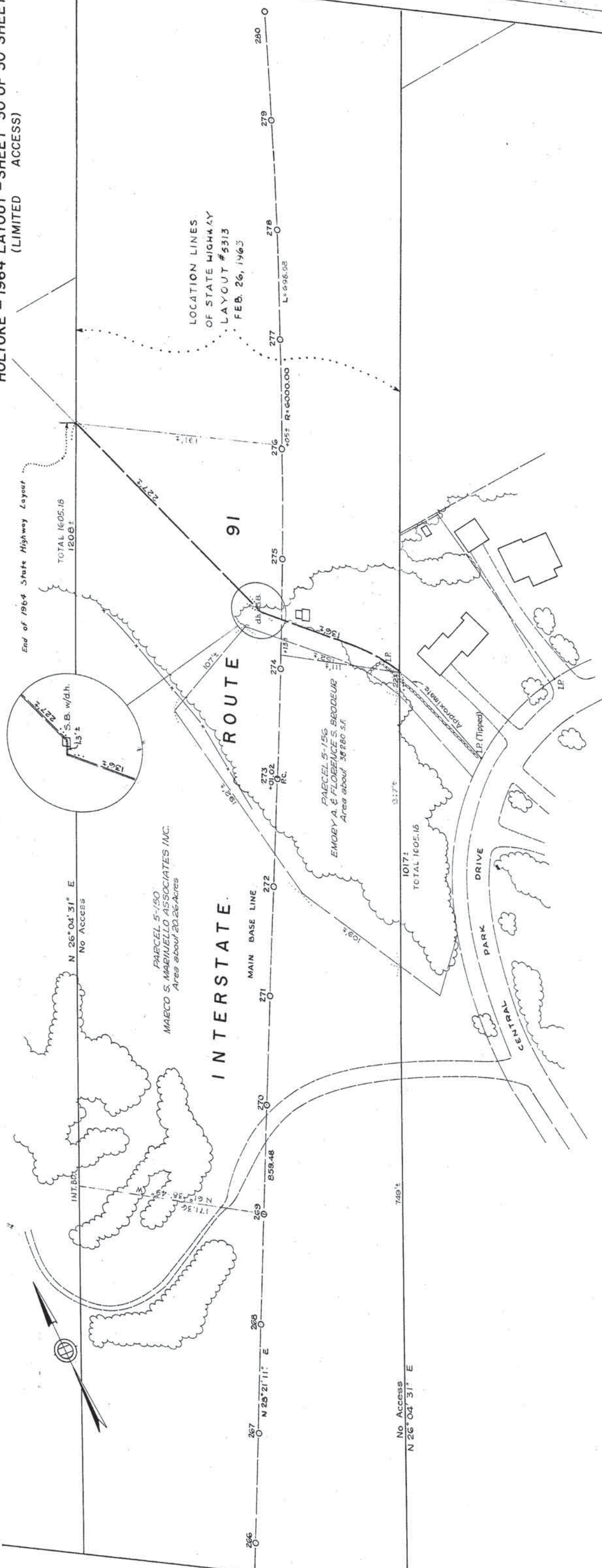
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1

2

—X

1



1964

Holyoke



STATE HIGHWAY LAYOUT #5407
Route 5, Cherry St., Norwood Terr.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 96 PAGE 47.

INDEXING

STATE HIGHWAY LAYOUT #5407

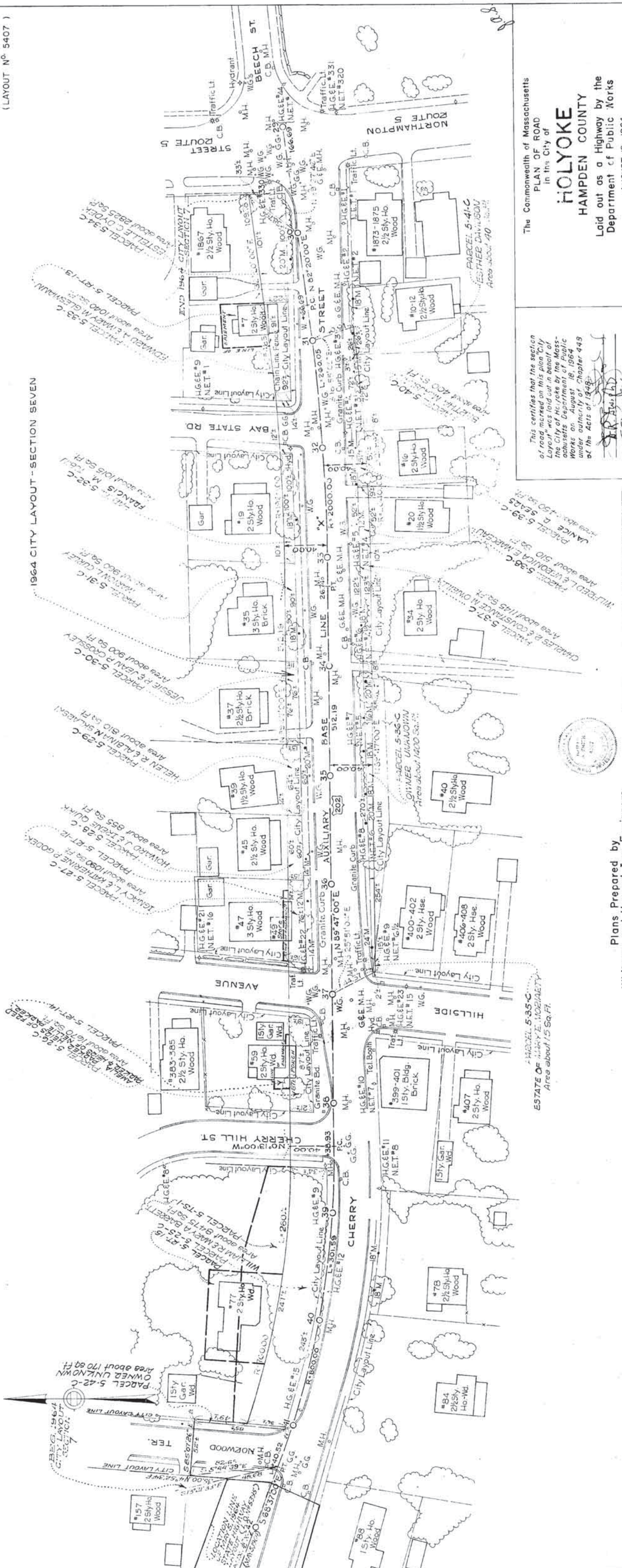
Image Info SH59013 Holyoke

Image Info SH59013 Cherry Street

Image Info SH59013 Norwood Terrace

Image Info SH59013 Route 5

1964 CITY LAYOUT - SECTION SEVEN



The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
HOLYOKE
HAMPDEN COUNTY

Laid out as a Highway by the
Department of Public Works
AUGUST 18, 1964
Scale: 40 feet to the inch
David S. Boyan, P.E.
Chief Engineer

Layout No. 5407

This certifies that the section
of road marked on this plan as
Laid out was laid out in accordance
with the City of Holyoke, Mass.
Ordinance, Department of Public
Works on August 18, 1964
under authority of Chapter 449
of the Acts of 1948.

David S. Boyan, P.E.
Chief Engineer

Department of Public Works

Plans Prepared by
Whitman and Howard Inc., Engineers
Boston, Mass.

A TRUE COPY
Edward F. Kelly
CITY ENGINEER
CITY OF HOLYOKE, MASSACHUSETTS



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Holyoke
Layout No. 5407

August 18, 1964

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

The Department of Public Works did, under date of Aug. 18, 1964, lay out in behalf of the City of Holyoke a section of highway in Holyoke in connection with the limited access State highway in the City of Holyoke.

A plan thereof and a certificate that said Department of Public Works has laid out said section of highway in accordance with said plan, are sent you herewith for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out of said section of highway in accordance with said plan is also enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

Edith J. Cronin

Department Secretary

EIC/ml
Enclosures

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 5407
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, does hereby lay out a section of highway on behalf of the City of Holyoke, County of Hampden, under the provisions of Chapter 448 of the Acts of 1948. Said section of highway (shown as Section 7 on the plan hereinafter referred to) is hereby laid out in connection with the limited access State highway location laid out on May 5, 1964 (Interstate Route 91, Layout No. 5395), and is more fully described as follows:

The section of highway hereby laid out on behalf of the City of Holyoke establishes a location for the widening of a portion of Cherry Street (Route 202) on both sides thereof, and extends from the easterly location line of the aforesaid May 5, 1964 State highway layout to the existing westerly street line of Northampton Street (Route 5), being more fully described as follows:

An auxiliary baseline "X" begins at a point in the roadway of Northampton Street, said point shown on plan as Station 29, and extends thence south $82^{\circ} 20' 00''$ west 166.69 feet; thence by a curve to the right of 2000.00 feet radius 260.05 feet; thence south $89^{\circ} 47' 00''$ west 512.19 feet; thence by a curve to the right of 800.00 feet radius 301.59 feet to the point of ending of this baseline, shown on plan as Station 41+40.52, said point being identical with Station 41+40.52 of auxiliary baseline "X" of the aforesaid May 5, 1964 State highway layout.

The Stations hereinafter referred to are points on auxiliary baseline "X" hereinbefore described.

The northerly location line of the section of highway hereby laid out on behalf of the City of Holyoke begins at a point on the easterly location line of the aforesaid May 5, 1964 State highway layout at its junction with the existing westerly street line of Norwood Terrace, said point bearing north $13^{\circ} 21' 33''$ west and being 48.68 feet distant from Station 41+40.52, and extends thence leaving said location line and following said street line, north $4^{\circ} 52' 34''$ east 35.00 feet to a point bearing north $5^{\circ} 44' 39''$ west and 82.65 feet distant from said Station 41+40.52; thence, in part crossing Norwood Terrace, south $85^{\circ} 07' 26''$ east about 52 feet to a point on the dividing line between land of an Owner Unknown and land now or formerly of William R. and Mary A. Barrett; thence southerly, following said dividing line, about 49 feet; thence, leaving said dividing line and partly crossing Cherry Hill Street, easterly, as shown on plan, by a curve to the left of 760.00 feet radius about 260 feet to a point bearing north $0^{\circ} 13' 00''$ west and 40.00 feet distant from Station 38+38.93; thence easterly, parallel to said auxiliary baseline "X" and 40.00 feet distant northerly therefrom, partly crossing said Cherry Hill Street and in part crossing Hillside Avenue and Bay State Road to the point of ending of this section, on the existing westerly street line of Northampton Street, said point bearing north $39^{\circ} 27' 46''$ east and being 58.79 feet distant from Station 30.

The southerly location line of the section of highway hereby laid out on behalf of the City of Holyoke begins at a point on the

existing easterly street line of Hillside Avenue, said point bearing south $25^{\circ} 51' 04''$ east and being 44.37 feet distant from Station 37 and extends thence easterly, leaving said street line, parallel to said auxiliary baseline "X" and 40.00 feet distant southerly therefrom to the point of ending of this section, on the existing southerly street line of Cherry Street, said point bearing south $18^{\circ} 55' 02''$ east and being 40.91 feet distant from Station 31.

The location lines of the section of highway hereby laid out on behalf of the City of Holyoke are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof, wherever feasible.

An easement is hereby taken in the parcel of land hereinafter described as Parcel 5-TS-1 for the purpose of constructing slopes of excavation and/or embankment, and consists of the right to enter upon said land at any time during the effective period of the easement to construct thereon and to maintain slopes of excavation and/or embankment. Said easement is temporary in nature and is to be in effect only until three years from the date of this instrument.

PARCEL 5-TS-1. A parcel of land supposed to be owned by William R. and Mary A. Barrett, adjoining the northerly location line of the section of highway hereinbefore described and the existing westerly street line of Cherry Hill Street, bounded by said location line, by said street line and by the line connecting the following points: opposite about Station 41+15 and ^{on} said location line; opposite Station 39+50 and 39 feet from said location line; and opposite about Station 38+60, on said street line and 20 feet from said location line.

Easements are hereby taken in the parcels of land hereinafter described as Parcels 5-RT-12 to 5-RT-15 inclusive, for the purpose of removing and/or demolishing structures or portions of structures which are located partly within the highway location hereinbefore described or which are located wholly without said highway location. Said easements are temporary in nature and are to be in effect only until such time as the aforesaid purpose for which they are taken shall have been accomplished to the extent deemed necessary by the Department. Said easements consist of the right to enter upon said land at any time during the effective period of the easements and to remove and/or demolish structures or portions of structures now located upon said land.

PARCEL 5-RT-12. A parcel of land supposed to be owned by Ignacy L. and Katherine P. Codek, adjoining the northerly location line of the section of highway hereinbefore described at its junction with the existing easterly street line of Hillside Avenue, bounded by said location line, by said street line, and by the line connecting the following points: opposite about Station 36+70 about 4 feet from said location line and on said street line; opposite Station 36+06 and 4 feet from said location line; and opposite said Station 36+06 and on said location line.

PARCEL 5-RT-13. A parcel of land supposed to be owned by Edward A. and Mary M. Glesmann, adjoining the northerly location line of the section of highway hereinbefore described, bounded by said location line and by the line connecting the following points: opposite Station 31 and on said location line; opposite Station 30+96 and 43 feet from said location line; opposite about Station

30+55 and about 40 feet from said location line; and opposite about
Station
/ 30+59 and on said location line.

PARCEL 5-RT-14. A parcel of land supposed to be owned by Amelia Parker, Heirs of Fred Parker and Heirs of Nellie Parker, adjoining the northerly location line of the section of highway hereinbefore described, bounded by said location line and by the line connecting the following points: opposite Station 37+87 and on said location line; opposite said Station 37+87 and about 15 feet from said location line; opposite about Station 37+67 and about 14 feet from said location line; opposite about said Station 37+67 and about 4 feet from said location line; opposite Station 37+37 and about 3 feet from said location line; and opposite said Station 37+37 and on said location line.

PARCEL 5-RT-15. A parcel of land supposed to be owned by William R. and Mary A. Barrett, adjoining the northerly location line of the section of highway hereinbefore described, bounded by said location line and by the line connecting the following points: opposite Station 40+53 and on said location line; opposite
Station
/ 40+64 and 55 feet from said location line; opposite Station 39+69 and 68 feet from said location line; and opposite Station 39+63 and on said location line.

The locations of the above described easements are more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining the section of City highway hereinbefore described, the Department of Public Works, on behalf of the City of Holyoke does hereby take, in fee simple, under the provisions of Chapter 79 of the General

Laws and of Chapter 718 of the Acts of 1956, as amended, Parcels 5-25-C to 5-42-C inclusive, shown on the plan hereinafter referred to, including all trees and structures (not, however, including poles, towers, wires, cables and other appurtenances for the conveyance of electricity and telephone communication) located thereon, situated in the City of Holyoke, County of Hampden excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

The section of highway hereby laid out and the aforesaid takings are shown on a plan signed by Daniel S. Morgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke Hampden County Laid out as a Highway by the Department of Public Works ^{August 18, 1964} /Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

The aforesaid takings are made for the purpose of a City way or for ditches or drains for draining the same, and as provided by Chapter 79, Section 3, title to the fee of the property taken or to such other interest therein as has been designated in this order shall not vest in the City nor shall the right to damages vest until such way, drain or ditch has been entered upon or

possession thereof made, and if such entry is not made or possession taken within two years from this date the taking shall be void.

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
5-25-C	William R. and Mary A. Barrett	8475 Square Feet
5-26-C	Amelia Parker, Heirs of Fred Parker and Heirs of Nellie Parker	1670 Square Feet
5-27-C	Ignancy L. and Katherine P. Godek	1090 Square Feet
5-28-C	Howard J. and Irene Quirk	855 Square Feet
5-29-C	Helen R. and Albina N. Sklarski	810 Square Feet
5-30-C	Jessie P. and Jean P. Crossley	900 Square Feet
5-31-C	Marion L. Curley	960 Square Feet
5-32-C	Francis M. Tobin	1015 Square Feet
5-33-C	Edward A. and Mary M. Glesmann	1040 Square Feet
5-34-C	Estelle C. Dydek	2825 Square Feet
5-35-C	Estate of Mary H. Moriarty	15 Square Feet
5-36-C	Owner Unknown	1400 Square Feet
5-37-C	Charles R. and Constance M. O'Neill	1145 Square Feet
5-38-C	Wilfred L. and Veronica E. Marceau	510 Square Feet

Parcel No.

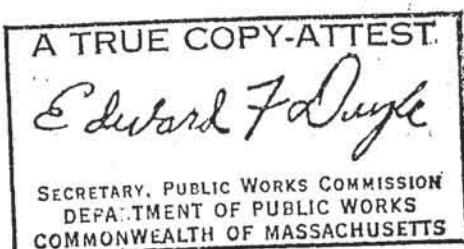
5-39-C	Janico R. Sears	450 Square Feet
5-40-C	Bertha McAuslan	400 Square Feet
5-41-C	Eather Davidson	40 Square Feet
5-42-C	Owner Unknown	170 Square Feet
5-TS-1	William R. and Mary A. Barrett	- - - - -
5-RT-12	Ignacy L. and Katherine P. Godok	- - - - -
5-RT-13	Edward A. and Mary M. Glesmann	- - - - -
5-RT-14	Amelia Parker, Heirs of Fred Parker and Heirs of Nellie Parker	- - - - -
5-RT-15	William R. and Mary A. Barrett	- - - - -

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted, That the Secretary of the Department of Public Works be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out said section of City way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this eighteenth day of August 1964.



James D. Fitzgerald Department

D. R. Dwight

A. C. Rosselli

of

J. D. Warner

Public Works

1965

Holyoke



STATE HIGHWAY LAYOUT #5433
I-91, widening east line between stations 124-125.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 98 PAGES 109(a)-111(b).

INDEXING

STATE HIGHWAY LAYOUT #5433

Image Info SH59014 Holyoke

Image Info SH59014 I-91



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Holyoke
Layout No. 5433

April 7, 1965

Mr. Edward G. Shea
Clerk, Hampden County Commissioners
Court House
Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of April 7, 1965, alter the location of a section of State highway laid out in Holyoke in the year 1964, and did lay out in behalf of the City of Holyoke two sections of highways in Holyoke.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge and has laid out said sections of highways in behalf of said State highway as altered in accordance with said Holyoke plan, are sent you herewith - under separate cover - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway and the laying out of said sections of highways in behalf of the City of Holyoke as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edith J. Cronin
Dept. Secretary. *RC*

~~Registered Mail~~
EC/hfm

Enclosures

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 5433
and Order of Taking

WHEREAS, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of May 5, 1964 (Layout No. 5395), lay out and take charge of as a limited access State highway a road in the city of Holyoke, county of Hampden, being known as Interstate Route 91, as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the City Clerk of said city of Holyoke; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered with limited access provisions, as hereinafter described.

The alteration is made in two sections:

The first comprises a widening on the easterly side of said State highway location between about stations 111+80 and 113+50 of the main base line of said State highway layout, and

The second comprises a widening on the westerly side of said State highway location between about stations 124 and 125 of said main base line.

Said sections are more fully described as follows:

Section 1

The easterly location line of the State highway as hereby altered and laid out under this section begins at a point on the easterly location line of said State highway layout bearing south $76^{\circ} 17' 34''$ east and 181.35 feet distant from station 112+03.96 of the aforesaid main base line and extends thence, leaving said 1964 location line, south $76^{\circ} 17' 34''$ east 23.76 feet to a point bearing south $76^{\circ} 17' 34''$ east and 205.11 feet distant from said station 112+03.96; north $7^{\circ} 24' 19''$ east 167.00 feet to a point bearing south $76^{\circ} 17' 39''$ east and 208.74 feet distant from station 113+70.39 of said main base line; thence north $76^{\circ} 17' 39''$ west 27.00 feet to a point at the end of this section, again on said ^{easterly} 1964 location line, said point bearing south $76^{\circ} 17' 39''$ east and being 181.74 feet distant from said station 113+70.39.

Section 2

The westerly location line of the State highway as hereby altered and laid out under this section begins at a point on the westerly location line of said State highway layout marking the junction therewith of the dividing line between land now or formerly of Leon C. and Shirley M. Hebert and land now or formerly of Timothy J. Lawler and extends thence, following said dividing line, westerly about 68 feet to a point thereon marking its junction with the existing easterly street line of Huron Avenue; thence following said street line northerly about 100 feet to a point thereon marking the junction therewith of the dividing line between land of said Lawler and land now or formerly of Joseph Arthur Dion and Doris M. Dion; thence following said dividing line easterly about 78 feet to a point at the end of this section of the alteration, again on said 1964 westerly location line.

The right of access to and egress from the State highway is limited and neither access thereto nor egress therefrom is allowed across the location lines thereof altered and laid out as hereinbefore described.

A line across which transit is not allowed is hereby established within the location of the State highway altered and laid out as hereinbefore described and begins at a point on the easterly location line of said State highway bearing south $70^{\circ} 21' 25''$ east and 161.52 feet distant from station 103+91.82 of the aforesaid main base line, and extends thence north $70^{\circ} 21' 25''$ west 30.00 feet to a point bearing south $70^{\circ} 21' 25''$ east and 131.52 feet

distant from said station 103+91.82; thence north $19^{\circ} 38' 35''$ east 133.57 feet to a point bearing south $80^{\circ} 34' 00''$ east and 150.18 feet distant from station 105 of said main base line; thence north $14^{\circ} 09' 06''$ east 143.65 feet to a point bearing south $58^{\circ} 46' 29''$ east and 171.93 feet distant from station 107+07.00 of said main base line; thence north $9^{\circ} 45' 06''$ east 423.20 feet to a point bearing south $81^{\circ} 25' 45''$ east and 168.03 feet distant from station 110+63.91 of said main base line; thence north $7^{\circ} 24' 19''$ east 207.31 feet to a point bearing south $83^{\circ} 42' 14''$ east and 169.90 feet distant from station 112+64.52 of said main base line; thence north $15^{\circ} 20' 10''$ west 105.12 feet to the point of ending thereof, said point bearing south $15^{\circ} 20' 10''$ east and being 28.24 feet distant from station 8+39.37 of the Relocation of Westfield Road base line of the May 5, 1964 State highway layout.

The restriction of access to and egress from the State highway imposed under the aforesaid May 5, 1964 State highway layout is hereby voided insofar as applicable to those portions of the location lines thereof extending between the points of beginning and ending of each section of the alteration hereinbefore described.

In connection with the alteration and laying out of the State highway hereinbefore described it is necessary to lay out three sections of highway in behalf of the city of Holyoke. Said sections of highway, shown on the plan hereinafter referred to as sections 8, 9, and 10, are hereby so laid out in behalf of the city of Holyoke under the provisions of Chapter 448 of the Acts of 1948 and are described as follows:

An auxiliary base line for sections 8 and 9 is located on Jeane Drive, so-called, and begins at a point shown on plan as station 47 and extends thence south $79^{\circ} 46' 35''$ west 650.00 feet to the point of ending thereof, shown on plan as station 53+50.

Note: Station 50+00.00 is identical with station 68+60.29 of the main base line of the aforesaid

May 5, 1964 State highway layout.

An auxiliary base line for section 10 is located on Gordon Drive, so-called, and begins at a point shown on plan as station 47 and extends thence north $75^{\circ} 27' 21''$ west 300.00 feet to the point of ending thereof, shown on plan as station 50+00.00, said point being identical with station 85+44.08 of the aforesaid main base line.

Section 8

The eighth section of highway hereby laid out in behalf of the city of Holyoke consists of establishing a location and widening, on the southerly side thereof, a portion of Jeane Drive, adjoining the easterly location line of said State highway, bounded by the line beginning at a point on said State highway location line bearing south $71^{\circ} 13' 28''$ east and 150.00 feet distant from station 68+73.80 of the main base line of said State highway layout and extending thence, leaving said location line south $71^{\circ} 13' 28''$ east 70.28 feet to a point bearing south $10^{\circ} 13' 25''$ east and 94.97 feet distant from station 48+00.78 of the above described Jeane Drive base line; thence north $79^{\circ} 46' 35''$ east 40.00 feet to a point bearing south $10^{\circ} 13' 25''$ east and 94.97 feet distant from station

47+60.78 of said Jeane Drive base line; thence north $18^{\circ} 46' 32''$ east 80.00 feet to a point on the existing southerly line of Jeane Drive bearing south $10^{\circ} 13' 25''$ east and 25.00 feet distant from station 47+22.00 of said Jeane Drive base line; thence, crossing Jeane Drive, north $10^{\circ} 13' 25''$ west 50.00 feet to a point on the existing northerly line thereof bearing north $10^{\circ} 13' 25''$ west and 25.00 feet distant from said station 47+22.00; thence, following said northerly line of Jeane Drive, south $79^{\circ} 46' 35''$ west 92.64 feet to a point again on said easterly State highway location line bearing north $18^{\circ} 46' 32''$ east and 28.58 feet distant from station 48+28.50 of said Jeane Drive base line; thence, following said location line, in part crossing Jeane Drive, south $18^{\circ} 46' 32''$ west about 96 feet to the point of beginning.

Section 9

The ninth section of highway hereby laid out in behalf of the city of Holyoke consists of establishing a location and widening, on the northerly side thereof, a portion of Jeane Drive adjoining the westerly location line of said State highway, bounded by the line beginning at a point on said State highway location line bearing north $71^{\circ} 13' 28''$ west and 150.00 feet distant from station 68+77.73 of the main base line of said State highway layout and extending thence, leaving said location line, south $79^{\circ} 46' 35''$ west 120.36 feet to a point bearing north $10^{\circ} 13' 25''$ west and 37.97 feet distant from station 52+43.09 of the above described Jeane Drive base line; thence south $18^{\circ} 46' 32''$ west 72.00 feet to a point on the existing northerly line of Jeane Drive bearing north $10^{\circ} 13' 25''$ west and 25.00 feet distant from station 52+78.00 of

said Jeane Drive base line; thence, crossing Jeane Drive, south $10^{\circ} 13' 25''$ east 50.00 feet to a point on the existing southerly line thereof bearing south $10^{\circ} 13' 25''$ east and 25.00 feet distant from said station 52+78.00; thence, following said southerly line of Jeane Drive, north $79^{\circ} 46' 35''$ east 92.64 feet to a point again on said westerly State highway location line bearing south $18^{\circ} 46' 32''$ west and 28.58 feet distant from station 51+71.50 of said Jeane Drive base line; thence following said location line, in part crossing Jeane Drive, north $18^{\circ} 46' 32''$ east about 128 feet to the point of beginning.

Section 10

The tenth section of highway hereby laid out in behalf of the city of Holyoke comprises a widening of a portion of Gordon Drive on the southerly and northerly sides thereof and an extension thereof westerly.

The southerly location line of the tenth section of City highway as hereby laid out begins at a point on the existing southerly street line of Gordon Drive bearing south $14^{\circ} 32' 39''$ west and 25.00 feet distant from station 47+55.28 of the Gordon Drive base line hereinbefore described, and extends thence, leaving said street line southwest to westerly to northwest, as shown on plan, by a curve of 50.00 feet radius 110.72 feet to a point at the end of this section, on the existing southerly line of Gordon Drive, said point bearing $14^{\circ} 32' 39''$ west and being 25.00 feet distant from station 48+44.72 of said Gordon Drive base line.

The northerly location line of the tenth section of City highway as hereby laid out begins at a point on the existing northerly

street line of Gordon Drive bearing north $14^{\circ} 32' 39''$ east and 25.00 feet distant from station 47+55.28 of the aforesaid Gordon Drive base line and extends thence, leaving said street line, northwesterly to westerly to southwesterly, as shown on plan, by a curve of 50.00 feet radius 110.72 feet to a point at the end of this section, on the existing northerly line of Gordon Drive, said point bearing north $14^{\circ} 32' 39''$ east and being 25.00 feet distant from station 48+44.72 of said Gordon Drive base line.

The westerly end of the tenth section of City highway as hereby laid out is defined by a line bearing north $14^{\circ} 32' 39''$ east and 50.00 feet in length extending between the points of ending of the southerly and northerly location lines above described.

The location lines of the sections of City highway laid out as hereinbefore described are to be further defined by bounds set thereon at angle points and at the points of beginning and ending thereof.

Easements are hereby taken in the parcels of land hereinafter described as Parcels 5-D-1 to 5-D-12 inclusive for the purpose of draining and maintaining the May 5, 1964 State highway and consist of the right to enter upon said land at any time and to construct thereon and to maintain and use drainage structures and/or drainage ditches together with the right to discharge surface water upon said land.

Parcel 5-D-1. A parcel of land supposed to be owned by The Sisters of Providence, adjoining the westerly location line of the aforesaid May 5, 1964 State highway layout between points

thereon opposite stations 25+75 and 26+15 of the main base line of said layout, bounded easterly by said State highway location about 40 feet; and southerly about 30 feet, westerly about 40 feet, and northerly about 30 feet, all by other land of The Sisters of Providence; containing about 1200 square feet.

Parcel 5-D-2. A parcel of land supposed to be owned by The Sisters of Providence, adjoining the easterly location line of the aforesaid May 5, 1964 State highway layout between points thereon opposite stations 24+91 and 25+32 of the main base line of said layout, bounded westerly by said State highway location about 40 feet, and northerly about 30 feet, easterly about 40 feet and southerly about 30 feet, all by other land of The Sisters of Providence; containing about 1200 square feet.

Parcel 5-D-3. A parcel of land supposed to be owned by Charles and Ernest Eger, adjoining the westerly location line of the aforesaid May 5, 1964 State highway layout between points thereon about opposite stations 37+18 and 37+73 of the main base line of said layout, bounded easterly by said State highway location about 58 feet; southerly by land now or formerly of the Holyoke and Westfield R. R. Co. 105 feet; and westerly and northerly by other land of said Eger about 55 feet and 98 feet respectively; containing about 5500 square feet.

Parcel 5-D-4. A parcel of land supposed to be owned by The Sisters of Providence, adjoining the easterly location line of the aforesaid May 5, 1964 State highway layout between points thereon about opposite stations 35+65 and 36+08 of the main base line of said layout, bounded westerly by said State highway location about

42 feet; northerly by land now or formerly of the Holyoke and Westfield R. R. Co. about 45 feet; and easterly and southerly by other land of The Sisters of Providence about 40 feet and about 44 feet respectively; containing about 1850 square feet.

Parcel 5-D-5. A parcel of land supposed to be owned by the Holyoke and Westfield R. R. Co., adjoining the easterly location line of the aforesaid May 5, 1964 State highway layout between points thereof about opposite stations 36+08 and 37+10 of the main base line of said layout, bounded westerly by said State highway location about 100 feet; northerly by land now or formerly of Charles and Ernest Eger about 44 feet; easterly by other land of said railroad company about 100 feet; and southerly by land now or formerly of The Sisters of Providence (Parcel 5-D-4) about 45 feet; containing about 4450 square feet.

Parcel 5-D-6. A parcel of land supposed to be owned by Charles and Ernest Eger, adjoining the easterly location line of the aforesaid May 5, 1964 State highway layout between points thereon about opposite stations 37+10 and 37+51 of the main base line of said layout, bounded westerly by said State highway location about 41 feet; northerly and westerly by other land of said Eger about 35 feet and about 40 feet respectively; and southerly by land now or formerly of the Holyoke and Westfield R. R. Co. (Parcel 5-D-5) about 44 feet; containing about 1600 square feet.

Parcel 5-D-7. A parcel of land supposed to be owned by William J. Millane located easterly of station 7+50 of auxiliary base line No. 1 of the aforesaid May 5, 1964 State highway layout, bounded westerly by the sixth section of City highway location

laid out in connection with said State highway layout about 22 feet; northerly by land now or formerly of the city of Holyoke about 90 feet; and easterly and southerly by other land of said Millane about 22 feet and about 84 feet respectively; containing about 1920 square feet.

Parcel 5-D-8. A parcel of land supposed to be owned by the city of Holyoke located at station 8 of auxiliary base line No. 1 of the aforesaid May 5, 1964 State highway layout, bounded westerly by said State highway location about 56 feet; northerly and easterly by other land of the city of Holyoke about 160 feet and about 53 feet respectively; and southerly, in part by land now or formerly of William J. Millane (Parcel 5-D-7) and in part by the sixth section of City highway location laid out in connection with said State highway layout, a total of about 143 feet; containing about 8530 square feet.

Parcel 5-D-9. A parcel of land supposed to be owned by the city of Holyoke, adjoining the easterly location line of the aforesaid May 5, 1964 State highway layout between points thereon about opposite stations 153+21 and 153+61 of the main base line of said layout, bounded westerly by said State highway location about 40 feet; and northerly about 105 feet, easterly about 40 feet, and southerly about 105 feet, all by other land of the city of Holyoke; containing about 4200 square feet.

Parcels 5-D-10, 5-D-11 and 5-D-12 are contiguous and are located easterly of the junction of Lincoln and Hampden Streets about 3500 feet easterly, as measured along Hampden Street, of the State

highway location laid out on May 5, 1964, as aforesaid.

Parcel 5-D-10. A parcel of land supposed to be owned by the city of Holyoke, bounded westerly by Lincoln Street about 25 feet; northerly by other land of said City about 316 feet; northeasterly by land now or formerly of the Boston and Maine Railroad about 27 feet; and southerly by land now or formerly of the city of Holyoke about 330 feet; containing about 8075 square feet.

Parcel 5-D-11. A parcel of land supposed to be owned by the city of Holyoke, bounded westerly, in two courses, by Hampden Street a total of about 53 feet; northerly by land now or formerly of the city of Holyoke (Parcel 5-D-10) about 330 feet; northeasterly by land now or formerly of the Boston and Maine Railroad about 56 feet; and southerly by land now or formerly of David F. and Regina Y. Shea and land now or formerly of James E. and Claire C. Mackey a total of about 349 feet; containing about 17,150 square feet.

Parcel 5-D-12. A parcel of land supposed to be owned by the Boston and Maine Railroad, bounded southwesterly by land now or formerly of the city of Holyoke (Parcels 5-D-11 and 5-D-10) about 83 feet; northerly and northwesterly by other land of said Railroad about 173 feet and about 207 feet respectively; northeasterly by the Connecticut River, about 52 feet; and southeasterly and southerly by other land of said Railroad about 266 feet and about 123 feet respectively; containing about 23,600 square feet.

An easement is hereby taken in behalf of the city of Holyoke in the parcel of land hereinafter described as Parcel 5-D-1-C for the purpose of draining and maintaining a city way or ways, and consists of the right to enter upon said land at any time and to

construct thereon and to maintain and use drainage structures and/or drainage ditches, together with the right to discharge surface water upon said land.

Parcel 5-D-1-C. A parcel of land supposed to be owned by John E. and Helen Yelle bounded southerly by Lindor Street about 59 feet; southwesterly by Easthampton Road about 30 feet; and northwesterly and northeasterly by other land of said Yelle about 55 feet and about 53 feet respectively; containing about 2250 feet.

An easement is hereby taken in behalf of the city of Holyoke in the parcel of land hereinafter described as Parcel 5-DS-C for the purpose of constructing slopes of excavation or embankment, and draining and maintaining a city way or ways, and consists of the right to enter upon said land at any time and to construct thereon and to maintain slopes of excavation and/or embankment and to construct thereon and to maintain and use drainage structures and/or drainage ditches, together with the right to discharge surface water upon said land.

Parcel 5-DS-1-C. A parcel of land supposed to be owned by John E. and Helen Yelle, bounded southerly by Lindor Street about 40 feet; and westerly about 42 feet, northerly about 35 feet and easterly about 45 feet; all by other land of said Yelle; containing about 1650 square feet.

Easements are hereby taken in behalf of the city of Holyoke in the parcels of land hereinafter described as Parcels 5-SS-3-C to 5-SS-7-C inclusive for the purpose of relocating a portion of a sanitary sewer, and consist of the right to enter upon said land at any time and to construct thereon and to maintain and use a sanitary sewer and related appurtenances.

Parcel 5-SS-3-C. A parcel of land supposed to be owned by the George Vadnais Const. Co., Inc., adjoining the easterly location line of the aforesaid May 5, 1964 State highway layout between points thereon about opposite stations 71+75 and 75+18 of the main base line of said layout, bounded westerly by said State highway location about 363 feet; easterly, in two courses, by other land of said company about 129 feet and about 334 feet; and again northerly by land now or formerly of the Elmwood Heights Realty Co., Inc. about 101 feet; containing about 7060 square feet.

Parcel 5-SS-4-C. A parcel of land supposed to be owned by the Elmwood Heights Realty Co., Inc., adjoining the easterly location line of the aforesaid May 5, 1964 State highway layout between points thereon about opposite stations 70+75 and 71+55 of the main base line of said layout, bounded westerly by said State highway location about 80 feet; easterly by land now or formerly of the George Vadnais Const. Co., Inc. about 101 feet (Parcel 5-SS-3-C); and southwesterly by other land of said Realty Co. about 27 feet; containing about 770 square feet.

Parcel 5-SS-5-C. A parcel of land supposed to be owned by Joseph R. and Florida L. Mayer, adjoining the westerly location line of the aforesaid May 5, 1964 State highway layout between points thereon about opposite stations 79+73 and 82+46 of the main base line of said layout, bounded easterly by said State highway location about 273 feet; southerly and westerly (in part by Normand Road, so-called) by other land of said Mayer about 17 feet and about 327 feet respectively; and again easterly by land now or formerly of the Holyoke Water Power Co. about 57 feet; containing about 5810 square feet.

Parcel 5-SS-6-C. A parcel of land supposed to be owned by the Holyoke Water Power Co., adjoining the westerly location line of the aforesaid May 5, 1964 State highway layout between points thereon about opposite stations 82+46 and 82+98 of the main base line of said layout, bounded easterly by said State highway location about 52 feet; westerly by land now or formerly of Joseph R. and Florida L. Mayer (Parcel 5-ss-5-C) about 57 feet; again westerly by other land of said company about 22 feet; northerly, again by land of said Mayer, about 8 feet; and again easterly, again by land of said company about 27 feet; containing about 815 square feet.

Parcel 5-SS-7-C. A parcel of land supposed to be owned by Joseph R. and Florida L. Mayer, bounded southerly by land now or formerly of the Holyoke Water Power Co. (Parcel 5-SS-6-C) about 8 feet; and westerly and easterly by other land of said Mayer about 21 feet and about 22 feet respectively; containing about 85 square feet.

Easements are hereby taken in behalf of the city of Holyoke in the parcels of land hereinafter described as Parcels 5-MM-2-C and 5-MM-5-C to 5-MM-11-C inclusive for the purpose of relocating and/or installing portions of water mains, and consist of the right to enter upon said land at any time and to install therein and to maintain and use water mains and related appurtenances.

Parcel 5-MM-2-C. A parcel of land supposed to be owned by Edward C. Whiting, adjoining the easterly location line of the aforesaid May 5, 1964 State highway layout, between points thereon

about opposite stations 104+80 and 105+10 of the main base line of said layout, bounded westerly in two courses by said State highway location a total of about 30 feet; northerly, in two courses, in part by land now or formerly of the Elmwood Heights Realty Co., Inc., and in part by Woodland Street, so-called about 28 feet and about 152 feet; and easterly about 30 feet and southerly, in two courses, about 146 feet and about 38 feet, all by other land of said Whiting; containing about 5450 square feet.

Parcel 5-WM-5-C. A parcel of land owned by George V. Ross Jr. and Eunice E. Ross, comprising a portion of the land registered in the Land Court, at Boston (Land Court Case 24987), and recorded in the Registered Land Division of the Registry of Deeds for Hampden County, at Springfield, under Certificate 9451, Book 48, Page 11, adjoining the easterly location line of the aforesaid May 5, 1964 State highway layout between points thereon about opposite stations 113+47 and 114+23 of the main base line of said layout, bounded westerly by said State highway location 74.67 feet; again westerly by land now or formerly of Francis W. and Ila E. Bray 6.99 feet; northerly by land of Andrew F. Metroske about 43 feet; easterly by other land of said Ross about 82 feet; and southerly by land of Edward W. Kusek and Jean M. Kusek 27.00 feet; containing about 2900 square feet.

Parcel 5-WM-6-C. A parcel of land owned by Andrew F. Metroske and Evelyn A. Metroske, comprising a portion of the land registered in the Land Court, at Boston (Land Court Case 24987), and recorded in the Registered Land Division of the Registry of Deeds for

Hampden County, at Springfield, under Certificate 10073, Book 51, Page 33, adjoining the easterly side of the second section of City highway location laid out in connection with the aforesaid May 5, 1964 State highway layout between points thereon about opposite stations 9+28 and 9+84 of the Relocation of Westfield Road base line of said layout, bounded westerly by said City highway location 59.03 feet; northerly by land of Maurice D. Fenton and Irene V. Fenton about 37 feet; easterly by other land of said Metroske about 83 feet; southerly by land of George V. Ross Jr. and Eunice E. Ross about 43 feet; and again westerly by land now or formerly of Francis W. and Ila E. Bray 25.16 feet, containing about 3420 square feet.

Parcel 5-MM-7-C. A parcel of land owned by Maurice D. Fenton and Irene V. Fenton, comprising a portion of the land registered in the Land Court, at Boston (Land Court Case 24987), and recorded in the Registered Land Division of the Registry of Deeds for Hampden County, at Springfield, under Certificate 9784, Book 49, Page 144, adjoining the easterly side of the aforesaid May 5, 1964 City highway layout (Section 2) between points thereon about opposite stations 9+84 and 10+64 of the Relocation of Westfield Road base line of said layout, bounded westerly by said City highway location 83.42 feet; northerly by land of Arthur L. Mailhott and Ann B. Mailhott about 33 feet; easterly by other land of said Fenton about 83 feet; and southerly by land of Andrew F. Metroske and Evelyn A. Metroske about 37 feet; containing about 2875 square feet.

Parcel 5-WM-8-C. A parcel of land owned by Arthur L. Mailhott and Ann B. Mailhott, comprising a portion of the land registered in the Land Court, at Boston (Land Court Case 24987), and recorded in the Registered Land Division of the Registry of Deeds for Hampden County, at Springfield, under Certificate 11348, Book 57, Page 108, adjoining the easterly side of the aforesaid May 5, 1964 City highway layout (Section 2) between points thereon about opposite stations 10+64 and 11+49 of the Relocation of Westfield Rd. base line of said layout, bounded westerly by said City highway location 85.18 feet; northerly by land now or formerly of John R. Cuniff about 30 feet; easterly by other land of said Mailhott about 85 feet; and southerly by land of Maurice D. Fenton and Irene V. Fenton about 33 feet; containing about 2675 square feet.

Parcel 5-WM-9-C. A parcel of land supposed to be owned by John R. Cuniff, adjoining the easterly side of the aforesaid May 5, 1964 City highway layout (Section 2) between points thereon about opposite stations 11+49 and 11+75 of the Relocation of Westfield Rd. base line of said layout, bounded westerly by said City highway location about 24 feet; northerly by land now or formerly of Theodore F. and Lorraine M. Beckta about 28 feet; easterly by other land of said Cuniff about 40 feet; and southerly by land of Arthur L. Mailhott and Ann B. Mailhott about 30 feet; containing about 875 square feet.

Parcel 5-WM-10-C. A parcel of land supposed to be owned by Theodore F. and Lorraine M. Beckta, adjoining the easterly side of the aforesaid May 5, 1964 City highway layout (Section 2) between

points thereon about opposite stations 11+75 and 12+70 of the Relocation of Westfield Road base line of said layout, bounded westerly by said City highway location about 91 feet; easterly by other land of said Beckta about 74 feet; and southerly by land now or formerly of John R. Cuniff about 28 feet; containing about 1050 square feet.

Parcel 5-WM-11-C. A parcel of land supposed to be owned by Francis W. and Ila E. Bray, adjoining the easterly location line of the aforesaid May 5, 1964 State highway layout and the easterly side of the second section of City highway laid out in connection therewith, bounded westerly by said State highway location about 16 feet; again westerly by said City highway location about 21 feet; and easterly, in part by land of Andrew F. Metroske and Evelyn A. Metroske and in part by land of George V. Ross Jr. and Eunice E. Ross a total of 32.15 feet; containing about 60 square feet.

Easements are hereby taken in the parcels of land hereinafter described as Parcels 5-TE-2 to 5-TE-7 inclusive for the purpose of effecting the construction of slopes of excavation or embankment, a retaining wall, and the installation of water mains, and consist of the right to enter upon said land at any time during the effective period of the easements and to construct thereon slopes of excavation and for embankment and in connection with the construction of a retaining wall and the installation of water mains. Said easements are temporary in nature and are to be in effect only until three years from the date of this instrument.

Parcels 5-TE-2 to 5-TE-6 inclusive are identical with Parcels 5-WM-5-C to 5-WM-9-C inclusive, hereinbefore described, in respective numerical order.

Parcel 5-TE-7 is identical with Parcel 5-WM-11-C hereinbefore described.

An easement is hereby taken in the parcel of land hereinafter described as Parcel 5-TR-1 for the purpose of providing a temporary detour and consists of the right to enter upon said land at any time during the effective period of the easement and to construct thereon and to maintain and use a roadway and necessary utilities. Said easement is temporary in nature and is to be in effect only until five years from the date of this instrument.

An auxiliary base line is hereby established for the purpose of defining the location of said easement and begins at a point shown on plan as station 0+00.00, said point being identical with station 4+75.00 of auxiliary base line "E" of the aforesaid May 5, 1964 State highway layout, and extends thence south $44^{\circ} 28' 00''$ east 160.92 feet; thence by a curve to the right of 150.00 feet radius 119.68 feet; thence south $1^{\circ} 15' 00''$ west 169.40 feet to the point of ending thereof, within the existing location of Dicsal Lane, so-called, shown on plan as station 4+50.

Parcel 5-TR-1. A strip of land, 50 feet in width, supposed to be owned by the Woodmar Development Co., centered on the above described base line and extending between the westerly location line of said State highway layout (at about station 0+53 of said base line) and the northerly end of said Dicsal Lane (at about station 3+79 of said base line).

Easements are hereby taken in the parcels of land hereinafter described as Parcels 5-TS-2 to 5-TS-6 inclusive, 5-TS-13 to 5-TS-27 inclusive, 5-TS-29 to 5-TS-31 inclusive and Parcels 5-TS-33 and

5-TS-3/4 for the purpose of constructing slopes of excavation or embankment, and consist of the right to enter upon said land, at any time during the effective period of the easements and to construct thereon and to maintain slopes of excavation and/or embankment. Said easements are temporary in nature and are to be in effect only until three years from the date of this instrument.

Parcel 5-TS-2. A parcel of land supposed to be owned by the Elmwood Heights Realty Co., Inc., adjoining the northerly side of the ninth section of City highway laid out as hereinbefore described, bounded southerly by said City highway location about 35 feet; westerly by land now or formerly of Mitchell S. and Evelyn F. Salamon about 17 feet; and northerly by other land of said Realty Co., Inc., about 36 feet.

Parcel 5-TS-3. A parcel of land supposed to be owned by Joseph R. and Florida L. Mayer, adjoining the easterly location line of the aforesaid May 5, 1964 State highway layout, the existing southerly line of Gordon Drive, and the southerly location line of the tenth section of City highway laid out as hereinbefore described, bounded westerly by said State highway location about 27 feet; northerly by Gordon Drive about 9 feet; southwesterly by said City highway location about 17 feet; easterly by land now or formerly of Johnston H. Anderson Jr. and Gloria G. Anderson about 14 feet; and southerly by other land of said Mayer about 23 feet.

Parcel 5-TS-4. A parcel of land supposed to be owned by Joseph R. and Florida L. Mayer, adjoining the easterly location line of the aforesaid May 5, 1964 State highway layout, the existing northerly line of Gordon Drive, and the northerly location line of the tenth section of City highway laid out as hereinbefore described, bounded

westerly by said State highway location about 34 feet; northerly by other land of said Mayer about 16 feet; easterly by land now or formerly of Leroy P. and Rose M. Miller about 18 feet; southeasterly by said City highway location about 19 feet; and southerly by Gordon Drive about 5 feet.

Parcel 5-TS-5. A parcel of land supposed to be owned by Johnston H. Anderson Jr. and Gloria G. Anderson adjoining the southerly location line of the tenth section of City highway laid out as hereinbefore described and the existing southerly street line of Gordon Drive, bounded northerly by said City highway location about 94 feet; again northerly by Gordon Drive about 4 feet; southeasterly and southerly by other land of said Anderson about 40 feet and about 53 feet respectively; and westerly by land now or formerly of Joseph R. and Florida L. Mayer (Parcel 5-TS-3) about 14 feet.

Parcel 5-TS-6. A parcel of land supposed to be owned by Leroy P. and Rose M. Miller adjoining the northerly location line of the tenth section of City highway laid out as hereinbefore described and the existing northerly street line of Gordon Drive, bounded southerly by said City highway location about 92 feet; westerly by land now or formerly of Joseph R. and Florida L. Mayer (Parcel 5-TS-4) about 18 feet; northerly and easterly by other land of said Miller about 59 feet and about 34 feet respectively; and again southerly by Gordon Drive about 4 feet.

Parcel 5-TS-13. A parcel of land supposed to be owned by Theresa I. Bergeron and Jacqueline M. Bergeron, adjoining the existing northerly street line of Westfield Road; bounded southerly by said road about 80 feet; westerly by land now or formerly of Francis J. and Katherine C. Reardon about 35 feet; northerly by other land of said Bergeron about 77 feet; and easterly by land now

or formerly of William R. and Anna M. Emerick about 35 feet.

Parcel 5-TS-14. A parcel of land supposed to be owned by William R. and Anna M. Emerick, adjoining the existing northerly street line of Westfield Road, bounded southerly in two courses, by said road about 43 feet and about 80 feet; westerly by land now or formerly of Theresa I. Bergeron and Jacqueline M. Bergeron (Parcel 5-TS-13) about 35 feet northerly in two courses, by other land of said Emerick about 114 feet and about 7 feet; and easterly by land now or formerly of Raymond L. and Doris A. Preiss about 30 feet.

Parcel 5-TS-15. A parcel of land supposed to be owned by Raymond L. and Doris A. Preiss, adjoining the existing northerly street line of Westfield Road, and the westerly location line of the aforesaid May 5, 1964 State highway layout, bounded easterly by said State highway location about 7 feet; southeasterly and southerly by said road about 62 feet and about 140 feet respectively; westerly by land now or formerly of William R. and Anna M. Emerick about 30 feet; and northerly by other land of said Preiss about 198 feet.

Parcel 5-TS-16. A parcel of land supposed to be owned by Richard A. and Clayre C. Pare, adjoining the westerly location line of the aforesaid May 5, 1964 State highway layout, bounded easterly by said State highway location about 100 feet; southerly by land now or formerly of Raymond R. and Emilienne Houle about 40 feet; westerly by other land of said Pare about 100 feet; and northerly by land now or formerly of Leon G. and Shirley M. Hebert about 41 feet.

Parcel 5-TS-17. A parcel of land supposed to be owned by John E. and Helen Yelle, bounded southerly by Lindor Street about 47 feet; and southwesterly (Parcel 5-D-1-C) about 20 feet, northerly about 47

feet and northeasterly (Parcel 5-DS-1-C) about 20 feet, all by other land of said Yelle.

Parcel 5-TS-18. A parcel of land supposed to be owned by John E. and Helen Yelle, bounded southeasterly by Lindor Street about 26 feet; and southwesterly (Parcel 5-DS-1-C) about 20 feet; northwesterly about 22 feet and northeasterly about 20 feet, all by other land of said Yelle.

Parcel 5-TS-19. A parcel of land supposed to be owned by Nathan E. Goldstein Inc., adjoining the southwesterly location line of the third section of City highway laid out in connection with the aforesaid May 5, 1964 State highway layout, bounded northeasterly, in general, by said City highway location about 178 feet; easterly by land now or formerly of Carl E. and Lillian R. Breyer about 53 feet; southerly and westerly by other land of said Goldstein Inc., about 134 feet and about 137 feet respectively; and northerly by land now or formerly of Josephine Ittner about 68 feet.

Parcel 5-TS-20. A parcel of land supposed to be owned by Cornelius W. and Stella Haley, adjoining the westerly-southeasterly location line of the aforesaid May 5, 1964 City highway layout (Section 3), bounded easterly by said City highway location about 199 feet; southwesterly about 87 feet and westerly, in two courses, about 109 feet and about 14 feet, all by other land of said Haley; and northerly by land now or formerly of Leo and Sophia Kopacz about 20 feet.

Parcel 5-TS-21. A parcel of land supposed to be owned by Leo and Sophia Kopacz, adjoining the westerly-southeasterly location line of the aforesaid May 5, 1964 City highway layout (Section 3),

bounded westerly and northerly by said City highway location a total of about 199 feet; easterly, again by said City highway location, about 111 feet; southerly by land now or formerly of Cornelius W. and Stella Haley (Parcel 5-TS-20) about 20 feet; westerly about 86 feet, southerly about 92 feet and easterly about 55 feet, all by other land of said Kopacz; and again southerly again by land of said Haley, about 21 feet.

Parcel 5-TS-22. A parcel of land supposed to be owned by Margaret M. Haley, adjoining the northwesterly location line of the aforesaid May 5, 1964 City highway layout (Section 3), bounded easterly by said City highway location about 73 feet; southerly and westerly by other land of said Haley about 20 feet and about 105 feet respectively, and again easterly by land now or formerly of Leo and Sophia Kopacz about 38 feet.

Parcel 5-TS-23. A parcel of land supposed to be owned by Leo and Sophia Kopacz, adjoining the northwesterly location line of the aforesaid May 5, 1964 City highway layout (Section 3), bounded southeasterly by said City highway location about 202 feet; westerly by land now or formerly of Margaret M. Haley (Parcel 5-TS-22) about 38 feet; again westerly, and northwesterly by other land of said Kopacz about 50 feet and about 77 feet respectively; and northerly by land now or formerly of the Estate of Mary T. Haley about 73 feet.

Parcel 5-TS-24. A parcel of land supposed to be owned by the Estate of Mary T. Haley, adjoining the northwesterly location line of the aforesaid May 5, 1964 City highway layout (Section 3) bounded easterly and southerly by said City highway location about 50 feet and about 51 feet respectively; again southerly by land now or formerly

of Leo and Sophia Kopacz (Parcel 5-TS-23) about 73 feet; northwesterly by other land of said Estate about 56 feet; and northerly by land now or formerly of Henry M. and Ida M. Senneville about 80 feet.

Parcel 5-TS-25. A parcel of land supposed to be owned by Henry M. and Ida M. Senneville, adjoining the northwesterly location line of the aforesaid May 5, 1964 City highway layout (Section 3), bounded easterly by said City highway location about 162 feet; southerly by land now or formerly of the Estate of Mary T. Haley (Parcel 5-TS-24) about 80 feet; northwesterly and westerly by other land of said Senneville about 64 feet and about 131 feet respectively; and northerly, again by land of said Estate, about 30 feet.

Parcel 5-TS-26. A parcel of land supposed to be owned by the Estate of Mary T. Haley, adjoining the westerly location line of the aforesaid May 5, 1964 State highway layout and the northwesterly location line of the third section of City highway laid out in connection therewith; bounded westerly, in three courses, by said State and City highway locations a total of about 202 feet; southerly by land now or formerly of Henry M. and Ida M. Senneville (5-TS-25) about 30 feet; and westerly, in two courses about 12 feet and about 190 feet and northerly about 10 feet, all by other land of said Estate.

Parcel 5-TS-27. A parcel of land supposed to be owned by Cornelius W. and Stella Haley, adjoining the westerly-southeasterly location line of the aforesaid May 5, 1964 City highway layout (Section 3), bounded westerly by said City highway location about 40 feet; northerly by land now or formerly of Leo and Sophia Kopacz (Parcel 5-TS-21) about 21 feet; and easterly and southerly by other

land of said Haley about 45 feet and about 20 feet respectively.

Parcel 5-TS-29. A parcel of land supposed to be owned by Mitchell S. and Evelyn F. Salamon, adjoining the northerly and westerly sides of the ninth section of City highway laid out as hereinbefore described and the existing northerly line of Jeane Drive, bounded southerly and easterly by said City highway location about 85 feet and 72.00 feet respectively; again southerly by Jeane Drive about 34 feet; westerly about 95 feet and northerly, in two courses, about 107 feet and about 6 feet; all by other land of said Salamon; and easterly by land now or formerly of Elmwood Heights Realty Co., Inc. (Parcel 5-TS-2) about 17 feet.

Parcel 5-TS-30. A parcel of land supposed to be owned by Roger J. and Jeanne B. Reidy adjoining the westerly location line of the aforesaid May 5, 1964 State highway layout, bounded north-easterly and easterly by said State highway location about 72 feet and about 39 feet respectively; southwesterly by other land of said Reidy about 77 feet; and westerly by land of an owner unknown (Huron Ave.) about 35 feet.

Parcel 5-TS-31. A parcel of land supposed to be owned by Karel J. and Jana M. Susat, adjoining the easterly location line of the aforesaid May 5, 1964 State highway layout, bounded northerly by said State highway location about 180 feet; and easterly about 20 feet; southerly about 180 feet and westerly about 20 feet, all by other land of said Susat.

Parcel 5-TS-33. A parcel of land supposed to be owned by Olive L. LeTellier, adjoining the easterly location line of the aforesaid May 5, 1964 State highway layout and the location line of the sixth section of City highway laid out in connection

therewith, bounded southerly by said State highway location about 13 feet; westerly by said City highway location about 208 feet; westerly and northerly by land now or formerly of William J. Millane about 65 feet and about 5 feet respectively; northeasterly and easterly by other land of said LeTellier about 75 feet and 210 feet respectively.

Parcel 5-TS-34. A parcel of land supposed to be owned by Raymond R. and Emilienne Houle, adjoining the westerly location line of the aforesaid May 5, 1964 State highway layout, bounded easterly by said State highway location about 42 feet; southerly and westerly by other land of said Houle about 40 feet and about 46 feet respectively; and northerly by land now or formerly of Richard A. & Clayre C. Pare (Parcel 5-TS-16) about 40 feet.

The locations of the ensembles hereinbefore described are more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining said sections of State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, and of Chapter 71B of the Acts of 1956, as amended, all of the land outside the limits of the existing public way or ways and within the limits of the sections of layout hereinbefore described, including all trees and structures located thereon (not, however, including wires, cables, poles, towers and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Holyoke, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 5-157, 5-160 and 5-161 shown on plan hereinafter referred to,

being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

For the purpose of laying out, constructing, and maintaining the sections of City highway hereinbefore described, the Department of Public Works, on behalf of the City of Holyoke does hereby take in fee simple, under the provisions of Chapter 79 of the General Laws, and of Chapter 718 of the Acts of 1956, as amended, Parcels 5-43-C to 5-49-C inclusive, shown on the plan hereinafter referred to, including all trees and structures located thereon (not, however, including wires, cables, poles, towers, and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Holyoke, County of Hampden, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles, and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

The State highway hereby altered and laid out, the sections of City highway hereby laid out, and the aforesaid takings are

shown on a plan signed by Daniel S. Morgan, Chief Engineer, and signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke Hampden County Altered and laid out as a State highway by the Department of Public Works April 7, 1965 Scale: 80 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

Certain parcels of land included in the taking are registered land, and are shown on the plan hereinbefore referred to as Parcels 5-160 and 5-161, 5-MM-5-C to 5-MM-8-C inclusive, and 5-TE-2 to 5-TE-5 inclusive, and recorded in the Registered Land Division of the Registry of Deeds for Hampden County, at Springfield, as follows:

<u>Parcel No.</u>	<u>Owner</u>	<u>Book</u>	<u>Page</u>	<u>Certificate</u>
5-160	John S. O'Connor	50	57	9897
5-161	Edward W. Kusok and Joan M. Kusok	50	117	9957
{5-MM-5-C 5-TE-2	George V. Ross Jr. and Eunice E. Ross	48	11	9451
{5-MM-6-C 5-TE-3	Andrew F. Metroske and Evelyn A. Metroske	51	33	10,073
{5-MM-7-C 5-TE-4	Maurice D. Fenton and Irene V. Fenton	49	144	9784
{5-MM-8-C 5-TE-5	Arthur L. Mailhott and Ann B. Mailhott	57	108	11,348

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as

amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>Parcel</u>	<u>Supposed Owner</u>	<u>Area</u>
5-157	Timothy J. Lawler	8300 sq. ft.
5-160	John S. O'Connor	2025 sq. ft.
5-161	Edward W. Kusok and Joan H. Kusok	2155 sq. ft.
5-43-C	George Vadnais Const. Co., Inc.	4400 sq. ft.
5-44-C	Elmwood Heights Realty Co., Inc.	7900 sq. ft.
5-45-C	Elmwood Heights Realty Co., Inc.	6890 sq. ft.
5-46-C	Mitchell S. and Evelyn F. Salamon	6000 sq. ft.
5-47-C	Johnston H. Anderson Jr. and Gloria G. Anderson	1390 sq. ft.
5-48-C	Leroy P. and Rose M. Miller	1390 sq. ft.
5-49-C	Joseph R. and Florida L. Mayer	750 sq. ft.
5-D-1	The Sisters of Providence	1200 sq. ft.
5-D-2	The Sisters of Providence	1200 sq. ft.
5-D-3	Charles and Ernest Eger	5500 sq. ft.
5-D-4	The Sisters of Providence	1850 sq. ft.
5-D-5	Holyoke and Westfield R. R. Co.	4450 sq. ft.
5-D-6	Charles and Ernest Eger	1600 sq. ft.
5-D-7	William J. Millane	1920 sq. ft.
5-D-8	City of Holyoke	8530 sq. ft.
5-D-9	City of Holyoke	4200 sq. ft.
5-D-10	City of Holyoke	8075 sq. ft.
5-D-11	City of Holyoke	17,150 sq. ft.
5-D-12	Boston and Maine Railroad	23,600 sq. ft.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
5-D-1-C	John E. and Helen Yelle	2250 sq. ft.
5-DS-1-C	John E. and Helen Yelle	1650 sq. ft.
5-SS-3-C	George Vadnais Const. Co., Inc.	7060 sq. ft.
5-SS-4-C	Elmwood Heights Realty Co., Inc.	770 sq. ft.
5-SS-5-C	Joseph R. and Florida L. Mayer	5810 sq. ft.
5-SS-6-C	Holyoke Water Power Co.	815 sq. ft.
5-SS-7-C	Joseph R. and Florida L. Mayer	85 sq. ft.
5-WM-2-C	Edward C. Whiting	5450 sq. ft.
5-WM-5-C	George V. Ross Jr. and Eunice E. Ross	2900 sq. ft.
5-WM-6-C	Andrew F. Metroske and Evelyn A. Metroske	3420 sq. ft.
5-WM-7-C	Maurice D. Fenton and Irene V. Fenton	2875 sq. ft.
5-WM-8-C	Arthur L. Mailhott and Ann B. Mailhott	2675 sq. ft.
5-WM-9-C	John R. Cuniff	875 sq. ft.
5-WM-10-C	Theodore F. and Lorraine M. Beckta	1050 sq. ft.
5-WM-11-C	Francis W. and Ila E. Bray	60 sq. ft.
5-TE-2	George V. Ross Jr. and Eunice E. Ross	2900 sq. ft.
5-TE-3	Andrew F. Metroske and Evelyn A. Metroske	3420 sq. ft.
5-TE-4	Maurice D. Fenton and Irene V. Fenton	2875 sq. ft.
5-TE-5	Arthur L. Mailhott and Ann B. Mailhott	2675 sq. ft.
5-TE-6	John R. Cuniff	875 sq. ft.
5-TE-7	Francis W. and Ila E. Bray	60 sq. ft.
5-TR-1	Woodmar Development Corp.	-----
5-TS-2	Elmwood Heights Realty Co., Inc.	
5-TS-3	Joseph R. and Florida L. Mayer	
5-TS-4	Joseph R. and Florida L. Mayer	
5-TS-5	Johnston H. Anderson Jr. and Gloria G. Anderson	

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
5-TS-6	Leroy P. and Rose M. Miller	
5-TS-13	Theresa I. Bergeron and Jacqueline M. Bergeron	
5-TS-14	William E. and Anna M. Emerick	
5-TS-15	Raymond L. and Doris A. Preiss	
5-TS-16	Richard A. and Clayre C. Pare	
5-TS-17	John E. and Helen Yelle	
5-TS-18	John E. and Helen Yelle	
5-TS-19	Nathan E. Goldstein Inc.	
5-TS-20	Cornelius W. and Stella Haley	
5-TS-21	Leo and Sophia Kopacz	
5-TS-22	Margaret M. Haley	
5-TS-23	Leo and Sophia Kopacz	
5-TS-24	Estate of Mary T. Haley	
5-TS-25	Henry M. and Ida M. Senneville	
5-TS-26	Estate of Mary T. Haley	
5-TS-27	Cornelius W. and Stella Haley	
5-TS-29	Mitchell S. and Evelyn F. Salamon	
5-TS-30	Roger J. and Jeanne B. Reidy	
5-TS-31	Karel J. and Jana M. Suset	
5-TS-33	Olive L. LeTellier	
5-TS-34	Raymond R. & Emilienne Houle	

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted, That said way as altered, as described herein and shown on said plan, be and the same is hereby laid out and taken charge of

by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted, That the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out said sections of City way in accordance with said plan.

Dated at Boston this ~~th~~seventh day of April, nineteen hundred and sixty-five.

Francis W. Sargent

Anthony C. Rosselli

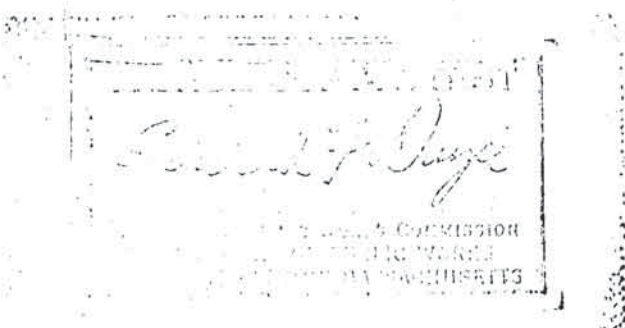
Department

James D. Fitzgerald

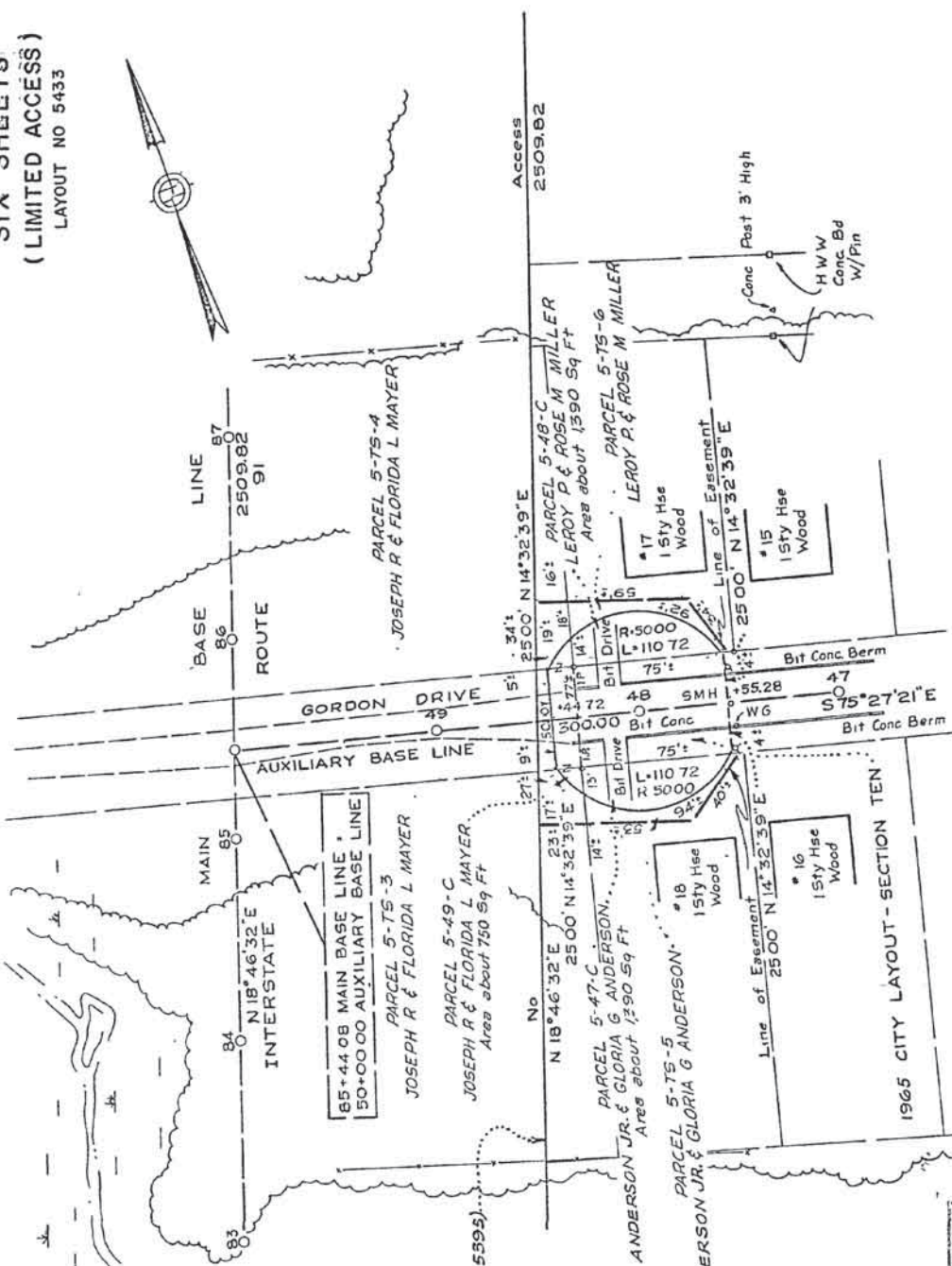
of

Public Works

John D. Warner



SIX SHEETS
(LIMITED ACCESS)
LAYOUT NO 5433



A TRUE COPY-ATTEST
Edward Folger
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

Plans Prepared by
Whitman and Howard Inc., Engineers
Boston, Mass.

The Commonwealth of Massachusetts
PLAN OF ROAD
in the city of

HOLYOKE
HAMPDEN COUNTY

Altered and laid out as a State Highway by the
Department of Public Works

APRIL 7, 1965

Scale: 80 feet to the inch
Donald H. Hays, Jr.

Chief Engineer
Layout No. 5433

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on April 7, 1965 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397, of the Acts of 1945

Edward Folger
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

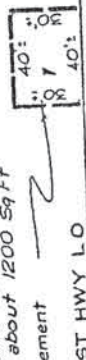
This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on April 7, 1965 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397, of the Acts of 1945

Edward Folger
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

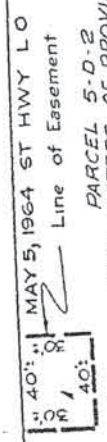
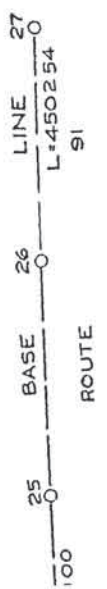
HOLYOKE -- 1965 LAYOUT -- SHEET 2 OF 6 SHEETS
(LIMITED ACCESS)



PARCEL 5-D-1
THE SISTERS OF PROVIDENCE
Area about 1200 Sq Ft



ST HWY L O



PARCEL 5-D-2
THE SISTERS OF PROVIDENCE
Area about 1200 Sq Ft



36+62.55 MAIN BASE LINE
5+24.90 AUX BASE LINE



PARCEL 5-D-4
THE SISTERS OF PROVIDENCE
Area about 1850 Sq Ft

PARCEL 5-D-5
HOLYOKE & WESTFIELD RR CO
Area about 4450 Sq Ft

PARCEL 5-SS-4-C
ELMWOOD HEIGHTS REALTY CO, INC
Area about 770 Sq Ft

PARCEL 5-SS-3-C
GEORGE VAONNAIS CONST CO, INC
Area about 7,060 Sq Ft

NORMAND ROAD

STATE HIGHWAY

LINE OF EASEMENT

PARCEL 5-SS-5-C
JOSEPH R & FLORIDA L MAYER
Area about 5,810 Sq Ft

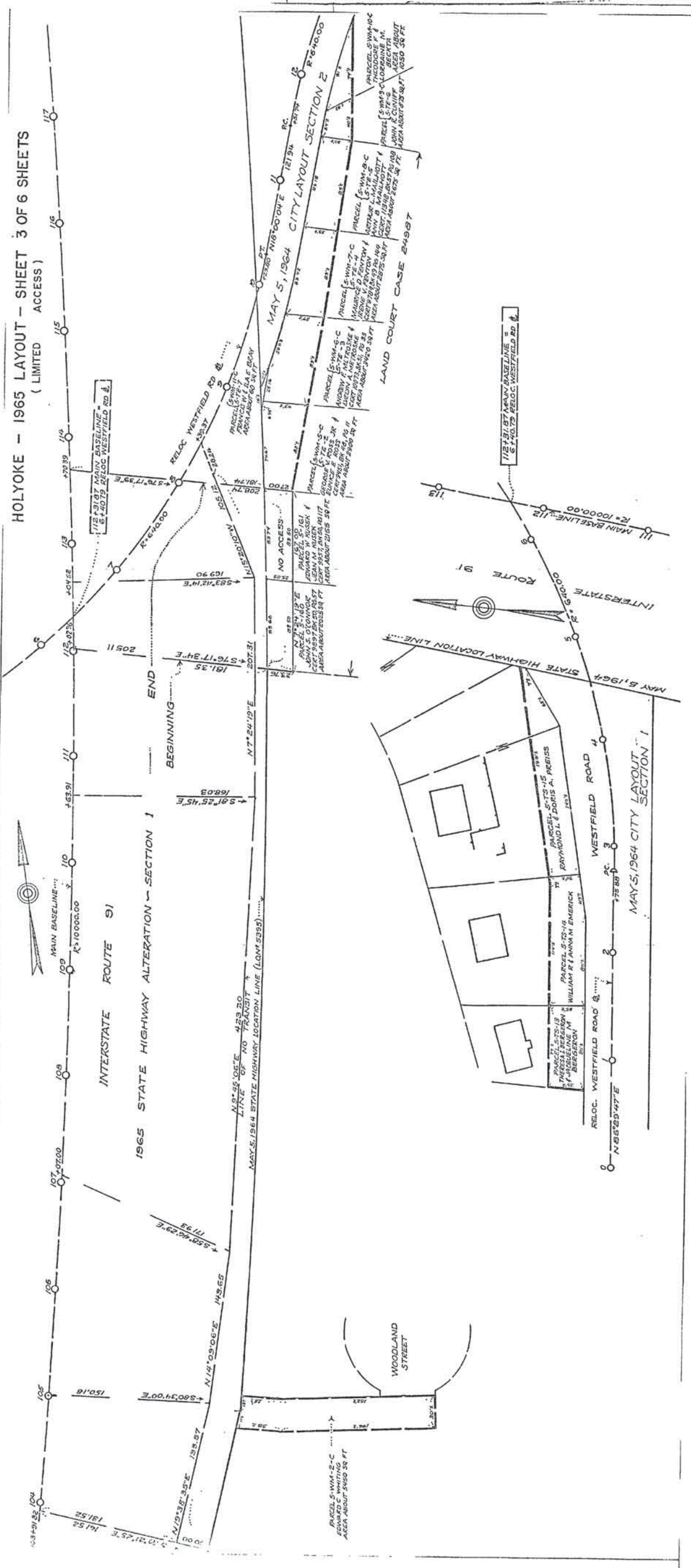
PARCEL 5-SS-6-C
HOLYOKE WATER POWER CO
Area about 815 Sq Ft

PARCEL 5-SS-7-C
JOSEPH R & FLORIDA L MAYER
Area about 85 Sq Ft

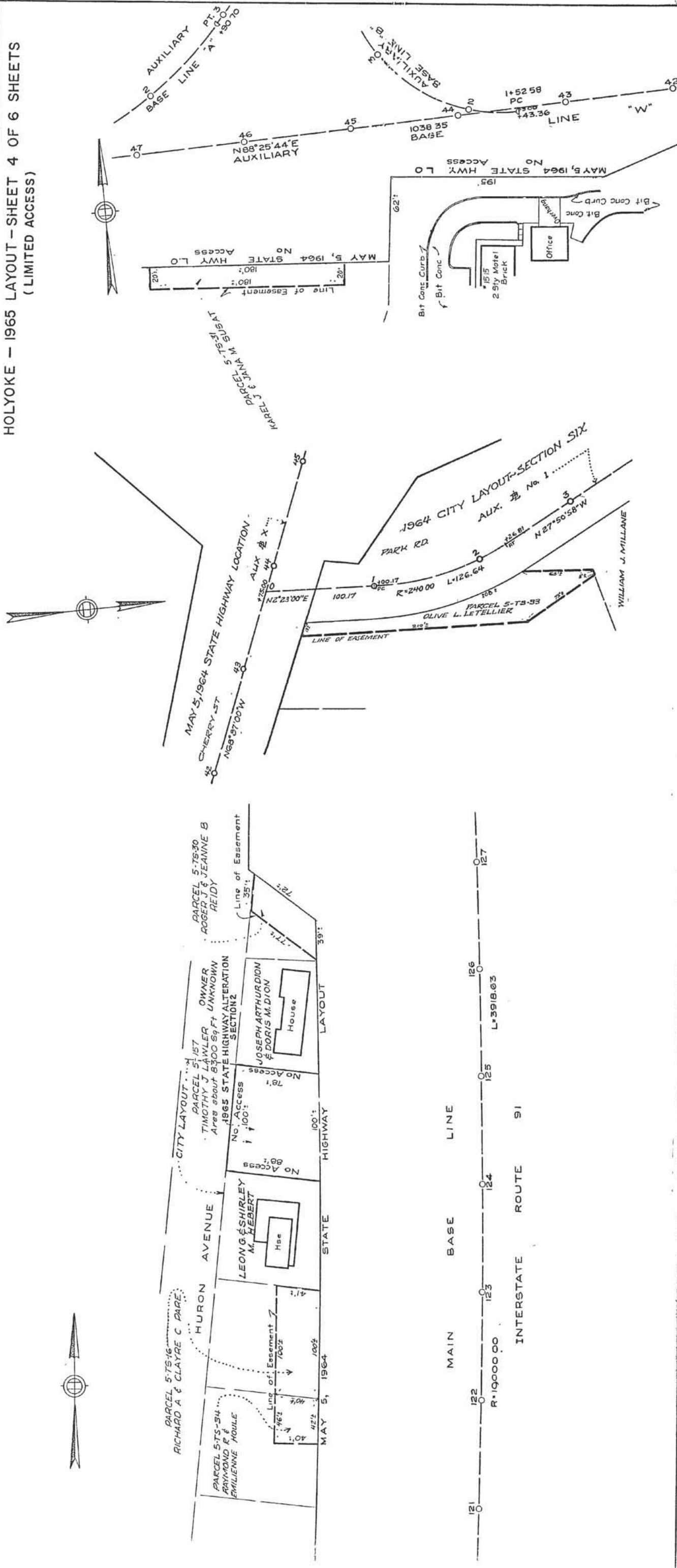
INTERSTATE MAIN
ROUTE 91
BASE



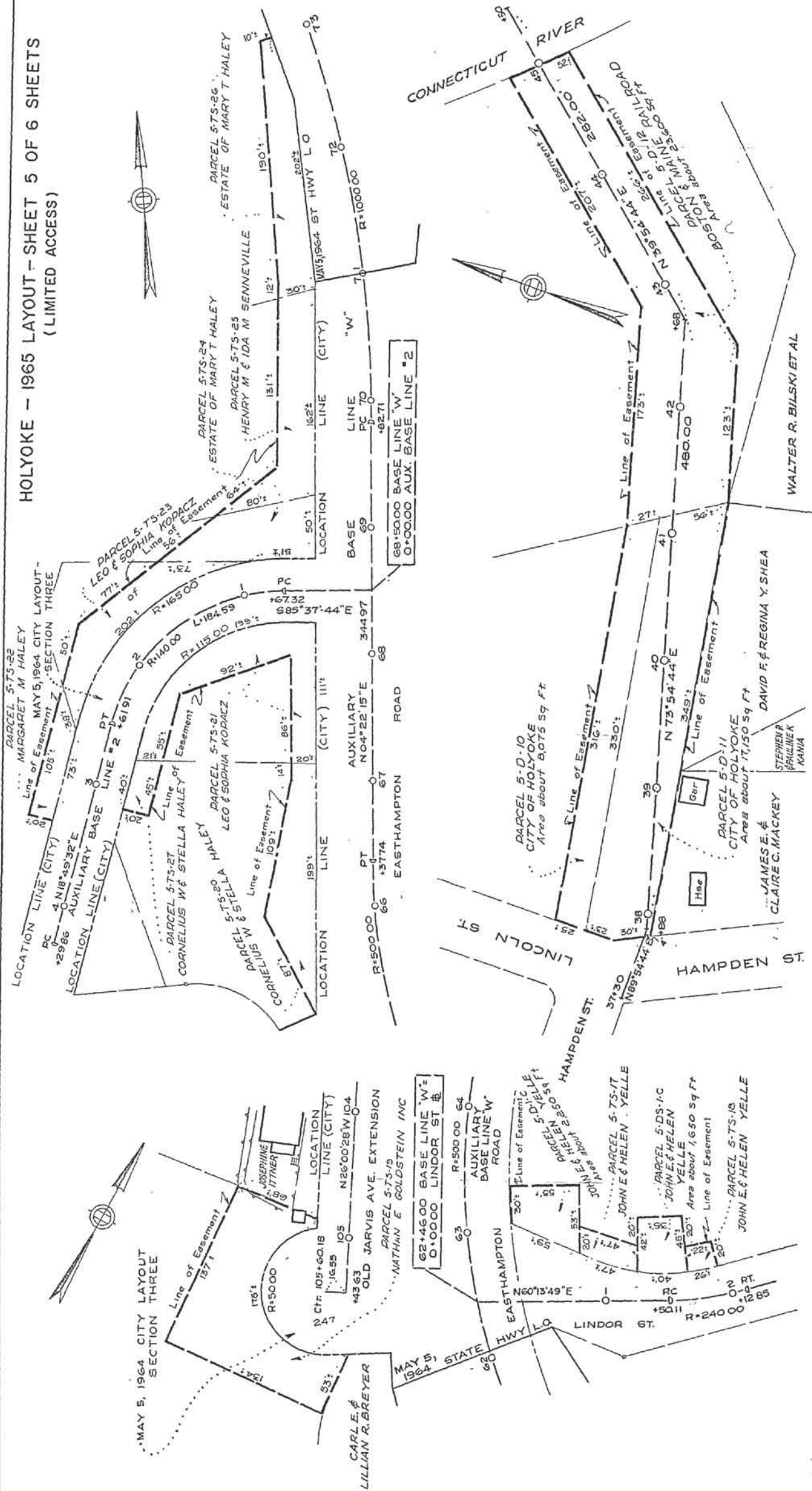
A hand-drawn diagram consisting of a vertical line. In the center of the line is a circle with a smaller concentric circle inside it. At the top end of the line is a triangle pointing upwards. At the bottom end of the line is a triangle pointing downwards. The entire diagram is drawn with simple, slightly irregular lines, suggesting it was created by hand.

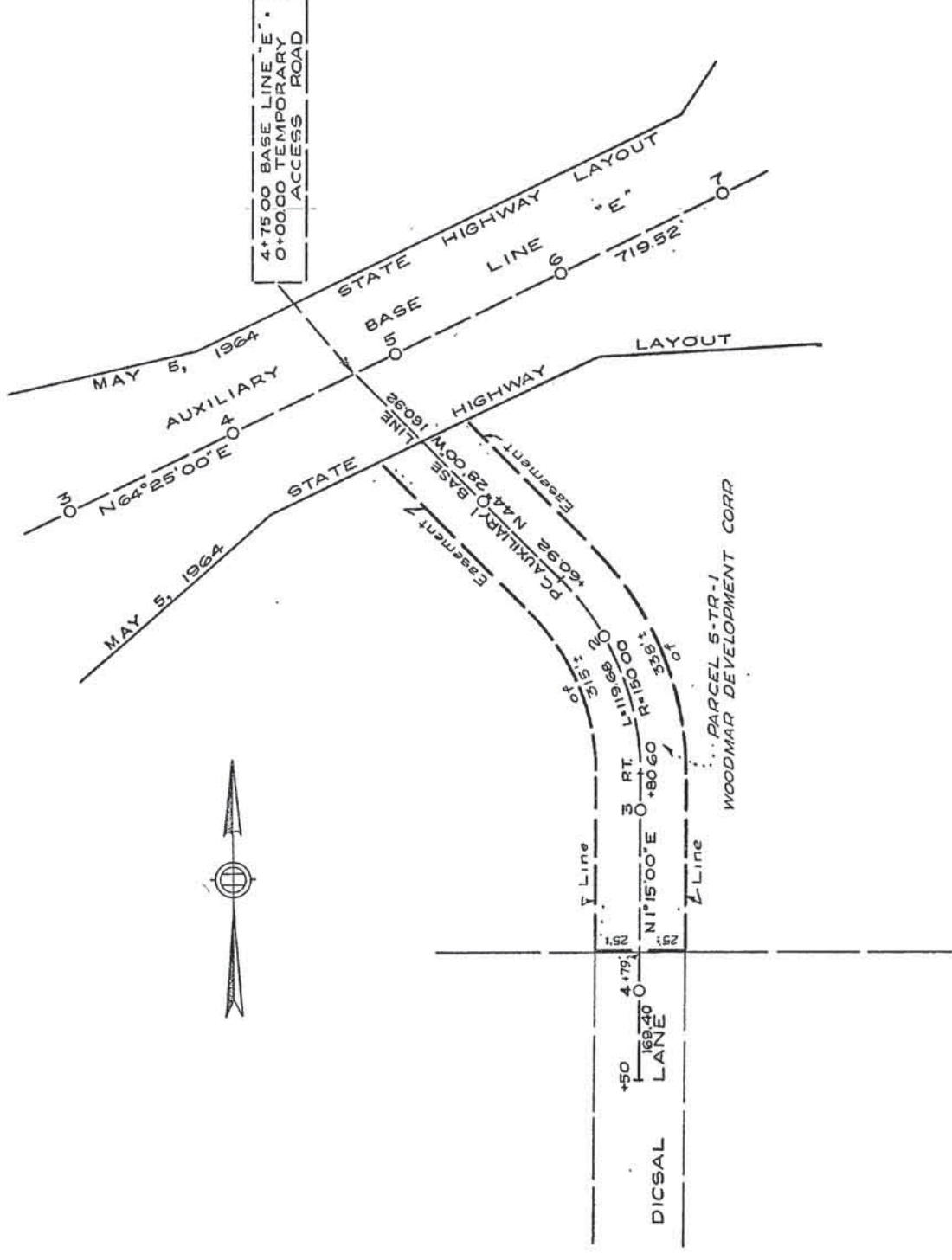
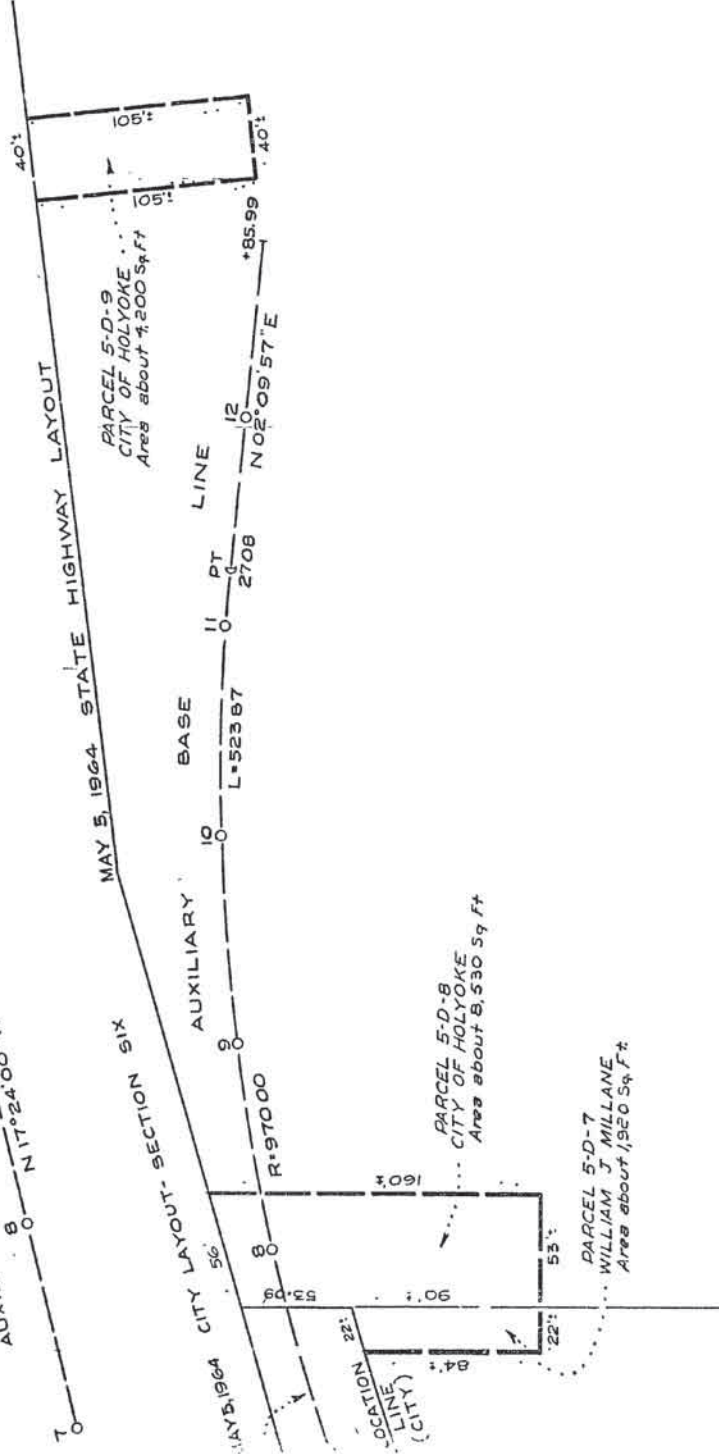
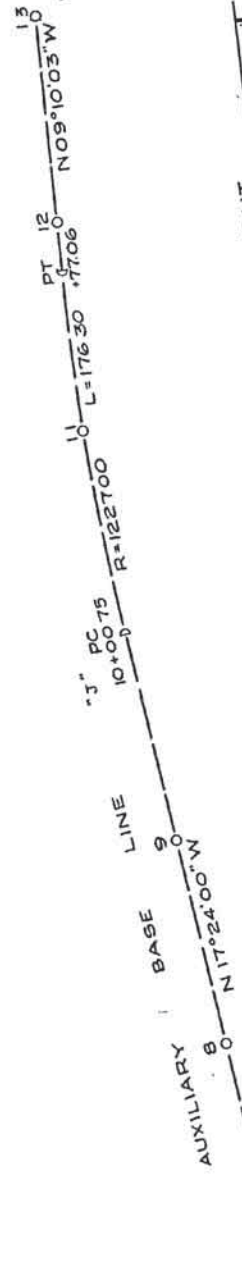


LAYOUT - SHEET
(LIMITED ACCESS)



HOLYOKE - 1965 LAYOUT - SHEET 5 OF 6 SHEETS
(LIMITED ACCESS)





1965

Holyoke



STATE HIGHWAY LAYOUT #5498
I-91, widening of east line between stations 105-112.

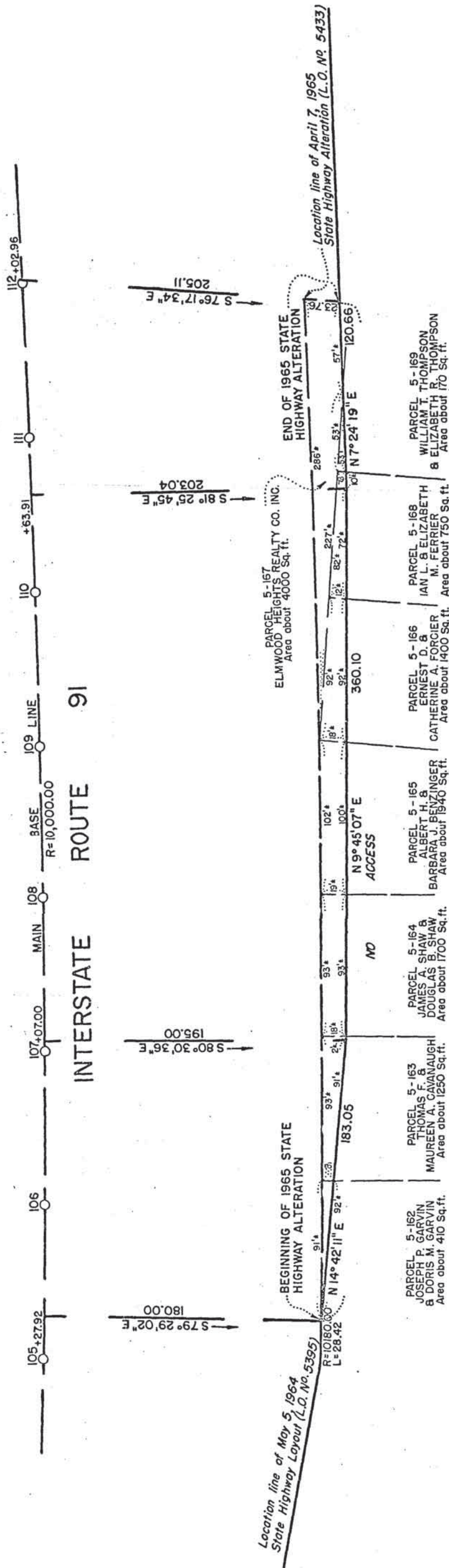
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 99 PAGE 122.

INDEXING

STATE HIGHWAY LAYOUT #5498

Image Info SH59015 Holyoke

Image Info SH59015 I-91



This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on July 14, 1965 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943.

James D. [Signature]
Department of Public Works

James D. [Signature]
Department of Public Works

James D. [Signature]
Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
HOLYOKE
HAMPDEN CO
Altered and laid out as a State Highway
Department of Public Works
JULY 14, 1965
Scale: 80 feet to 1 inch
James D. [Signature]
Chief Engineer

A TRUE COPY-ATTEST

Edward F. [Signature]

SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

July 14, 1965

Mr. Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works with limited access provisions did, under date of July 14, 1965, alter the location of a section of State highway laid out in Holyoke in the years 1964 and 1965.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle
Secretary.

~~Registered Mails~~
EFD:hfm
Enclosures

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
---00000---

Layout No. 5498
and Order of Taking

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of May 5, 1964, (Layout No. 5395), lay out and take charge of, as a limited access State highway, a road in the City of Holyoke, County of Hampden, being known as Interstate Route 91, ^{and} said Department of Public Works did, under date of April 7, 1965 (Layout No. 5433) alter the location of said State highway as shown on plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the City Clerk of said City of Holyoke; and

Whereas, it now appears advisable to make further changes in the location lines of said State highway;

Now, therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway, as altered, with limited access provisions, as herein-after described.

The alteration consists of widening a portion of the aforesaid State highway layout on the easterly side thereof, being more fully described as follows:

The stations hereinafter referred to are points on the main baseline of location of the aforesaid State highway layout.

The easterly location line of the State highway as hereby altered and laid out begins at a point on the easterly location line of the aforesaid State highway layout, said point bearing south $79^{\circ} 29' 02''$ east and being 180.00 feet distant from Station 105+27.92, and extends thence, leaving said location line north $14^{\circ} 42' 11''$ east, 183.05 feet to a point bearing south $80^{\circ} 30' 36''$ east and 195.00 feet distant from Station 107+07.00; thence north $9^{\circ} 45' 07''$ east, 360.10 feet to a point bearing south $81^{\circ} 25' 45''$ east and 203.04 feet distant from Station 110+63.91; thence north $7^{\circ} 24' 19''$ east, 120.66 feet to the point of ending thereof again on the aforesaid easterly location line, said point bearing south $76^{\circ} 17' 34''$ east and being 205.11 feet distant from Station 112+02.96.

The location line of the State highway altered and laid out as hereinbefore described is to be further defined by bounds set thereon at angle points and at the point of beginning.

The right of access to and egress from the State highway location is limited and neither access thereto nor egress therefrom is allowed across the altered location line, hereinbefore described, for its entire length.

The access-egress provisions of the aforesaid May 5, 1964 State highway layout and of the aforesaid April 7, 1965 State highway alteration are hereby voided insofar as applicable to that portion of the easterly location line between the points of beginning and ending of the alteration hereinbefore described.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, and of Chapter 71B of the Acts of 1956, as amended, all of the land outside the limits of the existing public way or ways and within the limits of the

layout hereinbefore described, including all trees and structures located thereon, (not, however, including poles, towers, wires, cables, and other appurtenances for the conveyance of electricity and telephone communication) situated in the City of Holyoke, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 5-162 to 5-169 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke Hampden County Altered and laid out as a State highway by the Department of Public Works July 14, 1965 Scale: 80 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>PARCEL NO.</u>	<u>SUPPOSED OWNER</u>	<u>AREA</u>
5-162	Joseph P. Garvin and Doris M. Garvin	410 Square Feet
5-163	Thomas F. and Maureen A. Cavanaugh	1250 Square Feet
5-164	James A. Shaw and Douglas B. Shaw	1700 Square Feet
5-165	Albert H. and Barbara J. Benzinger	1940 Square Feet
5-166	Ernest D. and Catherine A. Forcier	1400 Square Feet
5-167	Elm wood Heights Realty Company, Inc.	4000 Square Feet
5-168	Ian L. and Elizabeth M. Ferrier	750 Square Feet
5-169	William T. Thompson and Elizabeth R. Thompson	170 Square Feet

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore,

VOTED: That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth of Massachusetts; that the Secretary of the Department of Public Works be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this fourteenth day of July, 1965.

F. W. Sargent

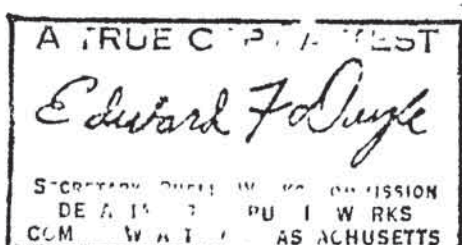
Anthony C. Rosselli

D. R. Dwight

James D. Fitzgerald

John D. Warner

DEPARTMENT
OF
PUBLIC WORKS



1965

Holyoke



STATE HIGHWAY LAYOUT #5516
Route 5, Northampton Rd., widening of both sides between stations 51-34,
(near Mountain Park).

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 100 PAGES 106-107.

INDEXING

STATE HIGHWAY LAYOUT #5516

- Image Info** SH59016 Holyoke
- Image Info** SH59016 Mountain Park
- Image Info** SH59016 Northampton Road
- Image Info** SH59016 Route 5

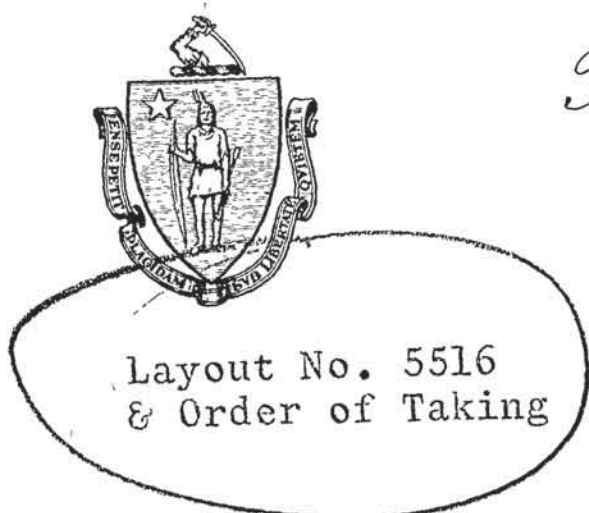
LAYOUT NO 5516



Chief Engineer

This certifies that the section of road marked "B" on this plan "City Layout" was laid out in behalf of the City of Halyoke by the Massachusetts Department of Public Works on September 15, 1965 under authority of Chapter 44B of the Acts of 1965.

SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS



Layout No. 5516
& Order of Taking

The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

September 15, 1965

Mr. Edward G. Shea
Clerk, Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works with limited access provisions did, under date of September 15, 1965, alter the location of a section of State highway laid out in Holyoke in the years 1936 and 1962.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Secretary.

~~Registered Mail.~~

EFD:hfm

Enclosures

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
---ooOoo---

Layout No. 5516
and Order of Taking

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did under date of October 27, 1936 alter the location of a State highway previously laid out in the City of Holyoke, County of Hampden, being known as Northampton Road (Route 5), and said Department of Public Works, did, under date of October 30, 1962 (Layout No. 5267), alter a portion of the aforesaid October 27, 1936 State highway layout, as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden and in the office of the City Clerk of said City of Holyoke; and

Whereas, it now appears advisable to make further changes in the location lines of said State highway;

Now, therefore, acting under the provisions of Chapter 8A of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, with limited access provisions, as hereinafter described.

The alteration is located on Northampton Road and consists of widening, on both sides thereof, a portion of the aforesaid October 27, 1936 State highway layout, and in part, of widening, on the westerly side thereof, the location of the aforesaid October 30, 1962 State highway alteration, with limited access provisions. Said alteration begins about 850 feet southerly of the first section

of City highway laid out on November 6, 1962 (Layout No. 5268) and extends north-
erly about 1635 feet, being more fully described as follows:

The baseline of location used for the alteration is a portion of the base-
line of location of the aforesaid October 27, 1936 State highway alteration and in
part an extension thereof, being described as follows:

Beginning at a point in the existing roadway of Northampton Street shown
on plan as Station 50+34.34, and extends thence, north $7^{\circ} 57' 39''$ east, 53.68 feet;
thence north $14^{\circ} 18' 09''$ east, 390.05 feet; thence by a curve to the left of 944.04
feet radius, 149.69 feet; thence north $5^{\circ} 13' 04''$ east, 688.58 feet; thence by a
curve to the right of 804.40 feet radius, 346.54 feet; thence north $29^{\circ} 54' 04''$
east (would be north $40^{\circ} 21' 10''$ east if referred to the system of bearings used
in 1936) 5.80 feet to the point of ending thereof, shown on plan as Station 34.

Auxiliary baseline "P" is a portion of auxiliary baseline "P" of the Nov-
ember 6, 1962 State highway layout (Layout No. 5268).

The westerly location line of the State highway as hereby altered and laid
out begins at a point bearing north $82^{\circ} 02' 21''$ west and 37.00 feet distant from
Station 50+34.34 of the baseline of location hereinbefore described, and extends
thence, north $8^{\circ} 09' 42''$ east 602.78 feet to a point bearing north $84^{\circ} 46' 56''$ west
and 82.00 feet distant from Station 44+25.00 of said baseline of location; thence
north $15^{\circ} 47' 20''$ west 133.90 feet to a point bearing north $84^{\circ} 46' 56''$ west and
130.00 feet distant from Station 43 of said baseline of location; thence north 5°
 $13' 04''$ east 200.00 feet to a point bearing north $84^{\circ} 46' 56''$ west and 130.00 feet
distant from Station 41 of said baseline of location; thence north $9^{\circ} 42' 26''$ east
407.72 feet to a point bearing north $81^{\circ} 03' 15''$ west and 100.00 feet distant
from Station 37 of said baseline of location; thence north $21^{\circ} 10' 53''$ east 222.69
feet to a point bearing north $66^{\circ} 48' 31''$ west and 80.00 feet distant from Station
35 of said baseline of location; thence north $47^{\circ} 31' 25''$ east 114.50 feet to the
point of ending thereof, on the westerly location line of the aforesaid 1936 State

highway alteration, said point bearing north $60^{\circ} 05' 56''$ west and being 39.28 feet distant from Station 34 of said baseline of location.

The easterly location line of the State highway as hereby altered and laid out begins at a point on the easterly location line of the September 28, 1936 City layout, said point bearing south $82^{\circ} 02' 21''$ east and being 23.91 feet distant from Station 50+34.34 of the baseline of location hereinbefore described; thence following said City location line as hereby re-established north $16^{\circ} 22' 12''$ east, 495.84 feet to a point bearing south $78^{\circ} 51' 29''$ east and 49.09 feet distant from Station 45+38.54 of said baseline of location; thence leaving said City location line north $5^{\circ} 29' 37''$ east, 443.43 feet to a point bearing south $84^{\circ} 46' 56''$ east and 45.92 feet distant from Station 41 of said baseline of location; thence north $4^{\circ} 12' 06''$ east 403.70 feet to the point of ending thereof, on the easterly location line of the aforesaid October 27, 1936 State highway alteration, said point bearing south $80^{\circ} 36' 03''$ east and being 36.72 feet distant from Station 36+93.64 of said baseline of location.

The southerly end of the State highway hereby altered and laid out is defined by a line bearing south $82^{\circ} 02' 21''$ east and 60.91 feet in length extending between the points of beginning of the westerly and easterly location lines hereinbefore described.

The location lines of the State highway altered and laid out as hereinbefore described, are to be further defined by bounds set thereon at angle points and at the points of beginning and ending thereof.

The right of access to and egress from said State highway location is limited, being permitted across the location lines thereof, altered and laid out as hereinbefore described only as follows:

(1) Free access to and egress from said location is allowed:

(a) Across the line defining the southerly end thereof for its entire length.

(b) Across the westerly location line thereof between a point thereon bearing north $75^{\circ} 41' 51''$ west and 65.83 feet distant from Station 47+12.89 of the baseline of location hereinbefore described and a point thereon bearing north $75^{\circ} 41' 51''$ west and 67.97 feet distant from Station 46+93.00 of said baseline of location.

(c) Across the easterly location line thereof between a point thereon bearing south $79^{\circ} 55' 26''$ east and 47.03 feet distant from Station 45+15.67 of said baseline of location and a point thereon bearing south $84^{\circ} 46' 56''$ east and 44.79 feet distant from Station 43+33.64 of said baseline of location.

(d) Across the westerly location line thereof between points thereon bearing north $84^{\circ} 46' 56''$ west and 130.00 feet distant each from Stations 42+24.41 and 41+42.49 of said baseline of location.

(e) Across the westerly location line thereof between a point thereon bearing north $60^{\circ} 59' 35''$ west and 45.44 feet distant from Station 34+18.35 of said baseline of location and a point thereon bearing north $60^{\circ} 05' 56''$ west and 39.28 feet distant from Station 34 of said baseline of location.

(2) Access to and egress from said location is allowed abutters for residential purposes only:

(a) Across the westerly location line thereof between a point thereon bearing north $75^{\circ} 41' 51''$ west and 41.41 feet distant from Station 49+39.89 of said baseline of location and a point thereon bearing north $75^{\circ} 41' 51''$ west and 43.55 feet distant from Station 49+20.00 of said baseline of location .

(b) Across the easterly location line thereof between a point thereon bearing south $82^{\circ} 02' 21''$ east and 23.91 feet distant from Station 50+34.34 of said baseline of location and a point thereon bearing south $75^{\circ} 41' 51''$ east and 40.57 feet distant from Station 47+30.00 of said baseline .of location.

The above described access-egress items are indicated on the plan hereinafter referred to.

In connection with the alteration and laying out of ^{the} State highway location as hereinbefore described, it is necessary to lay out a section of highway on behalf of the City of Holyoke, and said section of highway is hereby so laid out under the provisions of Chapter 448 of the Acts of 1948, being described as follows:

The section of highway hereby laid out on behalf of the City of Holyoke comprises a widening, on the southwesterly side thereof, of a portion of the City highway laid out on November 6, 1962 (Section 1), and the location line thereof begins at a point on said City location line, said point bearing south $87^{\circ} 53' 50''$ west and being 35.00 feet distant from Station 32+30.00 of auxiliary baseline "P" hereinbefore referred to and extends thence, leaving said location line, south $87^{\circ} 53' 50''$ west, 40.00 feet to a point bearing south $87^{\circ} 53' 50''$ west and 75.00 feet distant from said Station 32+30.00; thence south $2^{\circ} 06' 10''$ east about 72 feet, southeasterly about 34 feet and northerly about 38 feet to a point bearing south $83^{\circ} 31' 14''$ west and 55.00 feet distant from Station 32+85.00 of said auxiliary baseline "P"; thence north $83^{\circ} 31' 14''$ east, 20.00 feet to a point again on the aforesaid City location line, said point bearing south $83^{\circ} 31' 14''$ west and being 35.00 feet distant from said Station 32+85.00.

The location line of the section of highway hereby laid out on behalf of the City of Holyoke is to be further defined by bounds set thereon at angle points wherever feasible.

An easement is hereby taken in a parcel of land hereinafter described as Parcel 7-D-1. Said easement consists of the right to enter upon said land at any time and to construct thereon and to maintain and use drainage structures and/or ditches, together with the right to discharge surface water upon said land for

the purpose of draining and maintaining said State highway.

PARCEL 7-D-1. A strip of land 20 feet in width, supposed to be owned by the Holyoke Water Power Company adjoining the easterly location line of the State highway alteration hereinbefore described; bounded by said location line and by the line connecting the following points: opposite Station 38+82 of the baseline of location hereinbefore described and on said location line; opposite said Station 38+82 and 30 feet from said location line; opposite Station 38+62 of said baseline of location and 30 feet from said location line and opposite said Station 38+62 and on said location line; containing about 600 square feet.

Easements are hereby taken in the parcels of land hereinafter described as Parcels 7-TS-1, 7-TS-2 and 7-TS-3, for the purpose of constructing slopes of excavation and/or embankment, and consist of the right to enter upon said land at any time during the effective period of the easements to construct thereon and to maintain slopes of excavation and/or embankment. Said easements are temporary in nature and are to be in effect only until 3 years from the date of this instrument.

PARCEL 7-TS-1. A parcel of land supposed to be owned by Robert D. and Marie L. O'Malley, adjoining the westerly location line of the State highway alteration hereinbefore described, bounded by said location line and by the line connecting the following points: opposite Station 49+23 of the baseline of location hereinbefore described and on said location line; opposite Station 48+62 of said baseline of location and 30 feet from said location line, and opposite Station 48+02 of said baseline of location and on said location line.

by
PARCEL 7-TS-2. A parcel of land supposed to be owned/Holyoke Water Power Company, adjoining the easterly location line of the State highway alteration hereinbefore described, bounded by said location line and by the line connecting the following points: opposite Station 46 of the baseline of location hereinbefore described and on said location line; opposite Station 45+50 of said baseline of location and 40 feet from said location line; opposite about Station

45+05 of said baseline of location, on the southeasterly location line of a County Layout and about 3 feet from said State highway location line, and opposite about Station 45+15 of said baseline^{of}/location and on said State highway location line.

PARCEL 7-TS-3. A parcel of land supposed to be owned by Holyoke Water Power Company, adjoining the easterly location line of the State highway alteration hereinbefore described; bounded by said location line and by the line connecting the following points: opposite about Station 43+67 of the baseline of location hereinbefore described and on said location line; opposite about Station 43 of said baseline of location and about 27 feet from said location line; opposite Station 42+50 of said baseline of location and 40 feet from said location line, and opposite Station 39+91 of said baseline of location and on said location line.

The locations of the above described easements are more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 718 of the Acts of 1956, as amended, all of the land outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, (not, however, including wires, cables, poles, towers and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Holyoke, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 7-1 to 7-7 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and

electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke, which are included in the foregoing description.

The rights of access to and egress from an existing public way are hereby taken from owners of land abutting Northampton Road, (except as noted in Item 2, Part (b) of the access-egress provisions hereinbefore described) in the locations indicated on the plan hereinafter referred to as Parcels 7-AT-1 & 7-AT-2, the supposed owners of said land being set forth in the schedule hereinafter contained.

For the purpose of laying out, constructing and maintaining the section of City highway hereinbefore described, the Department of Public Works, on behalf of the City of Holyoke, does hereby take in fee simple under the provisions of Chapter 79 of the General Laws and of Chapter 718 of the Acts of 1956, as amended, Parcels 7-1-C and 7-2-C, shown on the plan hereinafter referred to, including all trees and structures located thereon, (not, however, including wires, cables, poles, towers, and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Holyoke, County of Hampden, excepting from the rights herein taken all easements for wires, pipes, conduits, poles, and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

The State highway hereby altered and laid out, the section of City highway hereby laid out and the aforesaid takings are shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke Hampden County Altered and Laid out as a State highway by the Department of Public Works September 15, 1965 Scale: 80

feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by the following persons in their properties by reason of the aforesaid takings and in accordance with the provisions of General Laws, Chapter 79, Section 6 , as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior^{to} the payment thereof for good cause shown.

<u>PARCEL NO.</u>	<u>SUPPOSED OWNER</u>	<u>AREA</u>
7-1	Robert D. and Marie L. O'Malley	3230 Square Feet
7-2	Holyoke Water Power Company	0.39 Acres
7-3	Holyoke Water Power Company	4010 Square Feet
7-4	Holyoke Water Power Company	0.97 Acres
7-5	Robert G. and Constance C. Bailey	720 Square Feet
7-6	Mountain Park Amusement Co., Inc.	230 Square Feet
7-7	Holyoke Water Power Company	10 Square Feet
7-AT-1	Dwight T. and Doris G. Hathaway	-----
7-AT-2	Holyoke Water Power Company	-----
7-1-C	Holyoke Water Power Company	375 Square Feet
7-2-C	Mountain Park Amusement Company	2560 Square Feet
7-D-1	Holyoke Water Power Company	600 Square Feet
7-TS-1	Robert D. and Marie L. O'Malley	-----
7-TS-2	Holyoke Water Power Company	-----
7-TS-3	Holyoke Water Power Company	-----

The names of owners herein given although supposed to be correct are such only as matters of opinion and belief.

It is therefore

VOTED: That said way as altered, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County, and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way, as altered, in accordance with said plan, together with a copy of this adjudication and vote.

It is also

VOTED: That the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works attesting that said Department of Public Works has laid out said section of City way in accordance with said plan.

Dated at Boston this fifteenth day of September, 1965.

F. W. Sargent

DEPARTMENT

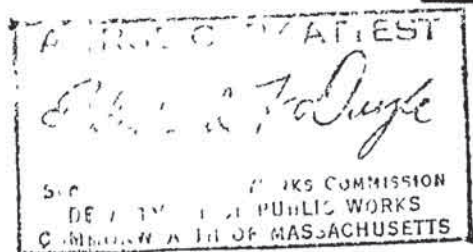
Anthony C. Rosselli

D. R. Dwight

OF

John D. Warner

PUBLIC WORKS



1965

Holyoke



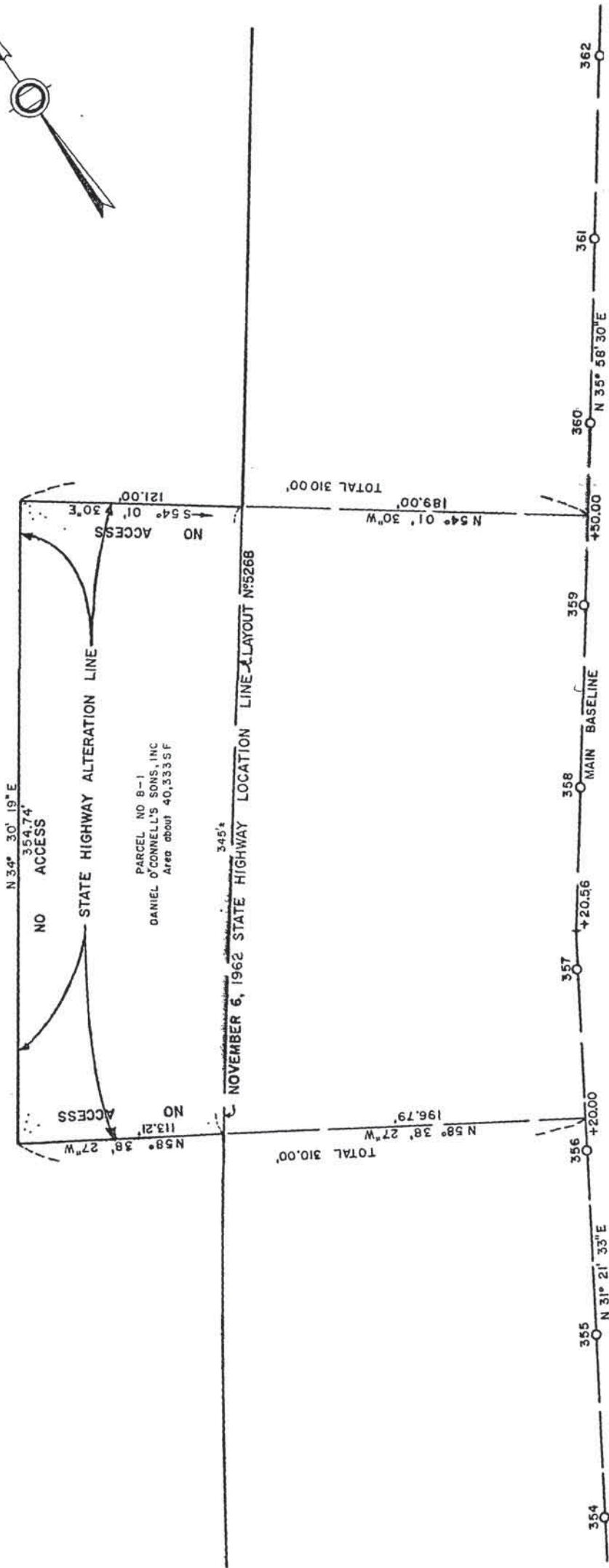
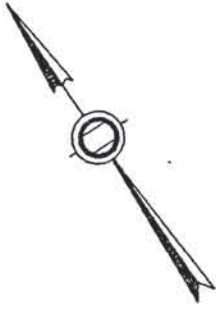
STATE HIGHWAY LAYOUT #5525
I-91, widening of west line between stations 356-360.

INDEXING

STATE HIGHWAY LAYOUT #5525

Image Info SH59017 Holyoke

Image Info SH59017 I-91



INTERSTATE ROUTE 91



NOVEMBER 6, 1962 STATE HIGHWAY LOCATION LINE LAYOUT No. 5268

VOLLMER ASSOCIATES
BOSTON, MASS.

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on November 10, 1965 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1963.

[Signature]
Chief Engineer

[Signature]
Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
HOLYOKE
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
November 10, 1965
Scale: 80 feet to the inch
Layout No. 5525



The Commonwealth of Massachusetts
Department of Public Works

100 Nashua Street, Boston 14

November 10, 1965.

Holyoke L.O. 5525
and Order of Taking

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts.

Rec'd Nov. 29-1965

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works ^{with limited access provisions} did, under date of November 10, 1965, alter the location of a section of State highway laid out in the City of Holyoke in the year 1962.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle

Secretary.

~~Registered Mail~~

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
---oo0oo---

Layout No. 5525
and Order of Taking

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did under date of November 6, 1962, lay out and take charge of as a limited access State highway a road in the City of Holyoke, County of Hampden (Layout No. 5268) being known as Interstate Route 91, as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the City Clerk of said City of Holyoke; and

Whereas, it now appears advisable to make certain changes in the location lines of said State highway;

Now, Therefore, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, as hereinafter described, with limited access provisions.

The alteration consists of widening said 1962 State highway location on the westerly side thereof, with limited access provisions, and is more fully described as follows:

The Stations hereinafter referred to are points on the main baseline of said 1962 State highway layout.

The westerly location line of the State highway as hereby altered and laid out begins at a point on the westerly location line of the aforesaid 1962 State highway layout said point bearing north 58° 38' 27" west and being 196.79

feet distant from Station 356+20.00, and extends thence leaving said location line north $58^{\circ} 38' 27''$ west 113.21 feet to a point bearing north $58^{\circ} 38' 27''$ west and 310.00 feet distant from said Station 356+20.00; thence north $34^{\circ} 30' 19''$ east 354.74 feet to a point bearing north $54^{\circ} 01' 30''$ west and 310.00 feet distant from Station 359+50.00; thence south $54^{\circ} 01' 30''$ east 121.00 feet to the point of ending thereof on the westerly location line of the aforesaid 1962 State highway layout, said point bearing north $54^{\circ} 01' 30''$ west and being 189.00 feet distant from said Station 359+50.00.

The location line of the State highway hereby altered and laid out is to be further defined by bounds set thereon at angle points, and at the points of beginning and ending thereof.

The right of access to and egress from the State highway location is limited and neither access thereto nor egress therefrom is allowed across the altered location line thereof, hereinbefore described, for its entire length.

The access-egress provisions of the aforesaid 1962 State highway layout are hereby voided insofar as applicable to the westerly location line thereof between points thereon marking the points of beginning and ending of the alteration hereinbefore described.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, and of Chapter 679 of the Acts of 1965, all of the land outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables, and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Holyoke, County of Hampden, all of said land being taken in fee simple, the

supposed owner of Parcel 8-1 being shown on the plan hereinafter referred to, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

The State highway hereby altered and laid out, and the aforesaid taking are shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke Hampden County Altered and Laid out as a State highway by the Department of Public Works

November 10, 1965 Scale: 80 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield .

For damages sustained by Daniel O'Connells Sons, Inc. of Springfield in its property by reason of the aforesaid taking, of Parcel 8-1, Area 40,333 square feet and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, an award is made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

The name of the owner herein given, although supposed to be correct, is such only as a matter of opinion and belief.

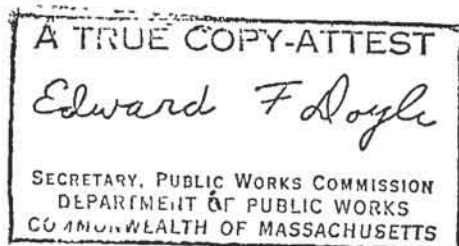
It is therefore

VOTED: That said way as altered, as described herein, and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in

the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this tenth day of November , 1965.

	<u>F. W. SARGENT</u>	
	<u>Anthony C. Rosselli</u>	DEPARTMENT
J. A. S.	<u>D. R. Dwight</u>	OF
	<u>John D. Warner</u>	PUBLIC WORKS



1966

Holyoke



STATE HIGHWAY LAYOUT #5567
I-91, Whitney Ave. northerly 1000' to stations 32-27.32.

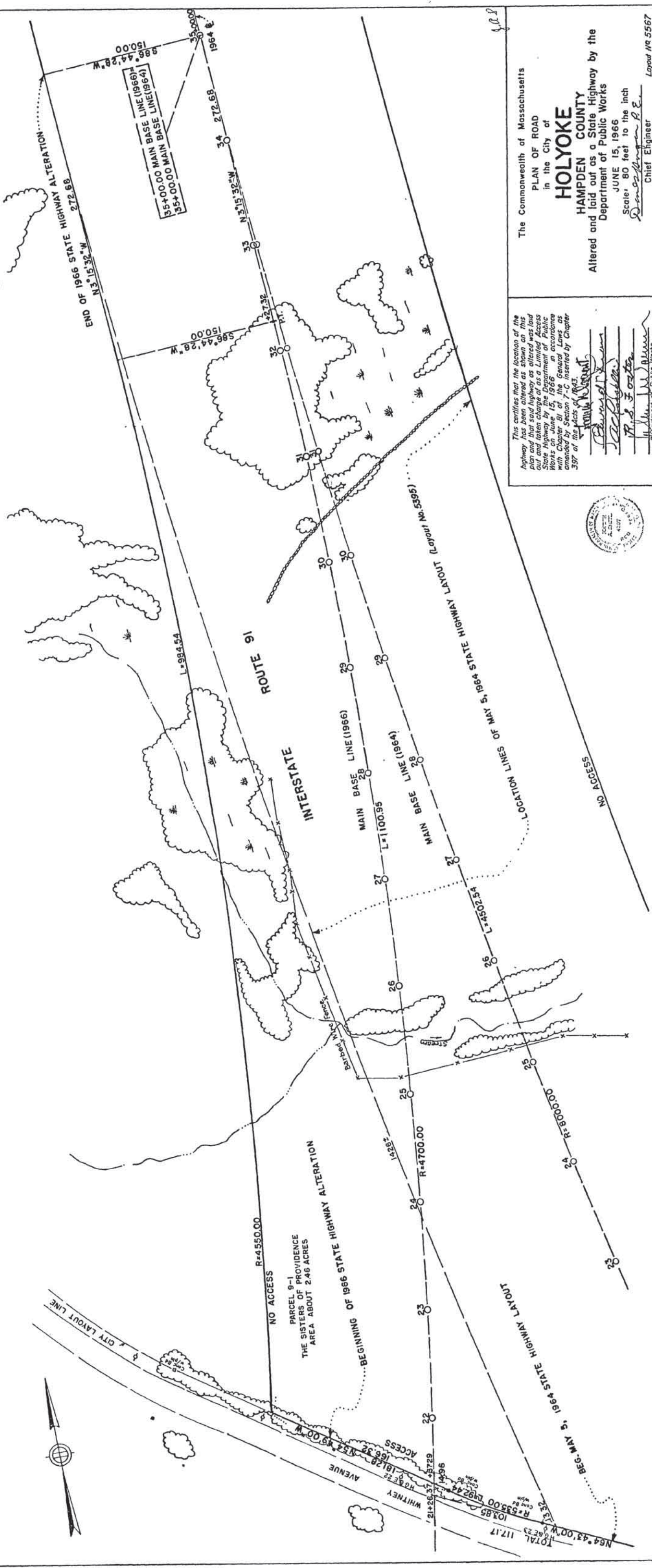
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 103 PAGE 97(a).

INDEXING

STATE HIGHWAY LAYOUT #5567

- Image Info SH59018 Holyoke
- Image Info SH59018 I-91
- Image Info SH59018 Whitney Avenue

HOLYOKE - 1966 ALTERATION - ONE SHEET
(LIMITED ACCESS) LAYOUT NO. 5567



The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of

HOLYOKE
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
JUNE 15, 1966
Scale: 80 feet to the inch
Doncollington R. E.
Chief Engineer

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on June 15, 1966 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1963.

1. Franklin D. Roosevelt
 2. Edward T. Rumsfeld
 3. ACR (Admiral)
 4. R. S. Foster
 5. Wm. M. Brown

Layout NR 5567

A TRUE COPY-ATTEST

Edward F. Dwyer

SECRETARY PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS



Holyoke
Layout No. 5567 &
Order of Taking

The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

June 15, 1966

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the
General Laws, Ter. Ed., the Department of Public Works
with limited access provisions
did, under date of June 15, 1966, alter the location of
a section of State highway laid out in Holyoke
in the year 1964.

A plan thereof and a certificate that said De-
partment of Public Works has laid out and taken charge
with limited access provisions
of said State highway as altered in accordance with said
plan, are sent you herewith - ~~under separate cover~~ - for
filing in your office according to the law. An attested
copy of the adjudication and vote of the Commissioners
relative to the laying out and taking charge of said State
with limited access provisions
highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as
possible the enclosed form of receipt.

Yours truly,

Edward F. O'Neil
Secretary.

~~RECEIVED~~
Registered Mail
EFD:hfm
Enclosures

10
5678
2349

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Layout No. 5567
& Order of Taking

Whereas, the Department of Public Works acting on behalf of the Commonwealth of Massachusetts, did, under date May 5, 1964 L. O. No. 5395 lay out and take charge of, as a limited access State highway, a road in the City of Holyoke, Hampden County, being known as Interstate Route 91 as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden at Springfield and in the office of the City Clerk of said City of Holyoke; and

Whereas, it now appears advisable to make certain changes in the location lines of said State highway;

Now, Therefore, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, with limited access provisions, as hereinafter described.

The alteration consists of establishing a location for the widening of a portion of the aforesaid State highway location on the westerly side thereof and is more fully described as follows:

The main baseline (1966) used for the alteration begins at a point shown on plan as station 35+00.00, said Station being identical with Station 35+00.00 of the main baseline of location of the aforesaid 1964 State highway layout and extends thence $S 3^{\circ}-15'-32''E$, 272.68 feet; thence by a curve to the right of 4700.00 feet radius, 1100.95 feet to the point of ending thereof shown on plan as Station 21+26.37.

The Stations hereinafter referred to are points on the baseline hereinbefore described.

The westerly location line of the State highway hereby altered and laid out begins at the point of junction of the northeasterly street line of Whitney Avenue and the westerly location line of the aforesaid 1964 State highway layout, said point bearing $S 64^{\circ}-43'-00''E$ and being 117.17 feet distant from Station 21+26.37 and extends thence leaving said location line and following said street line $N 64^{\circ}-43'-00''W$ 13.32 feet to a point bearing $S 64^{\circ}-43'-00''E$ and 103.85 feet distant from said Station 21+26.37; thence by a curve to the right of 535.00 feet radius, 92.44 feet to a point bearing $S 54^{\circ}-49'-00''E$ and 14.96 feet from Station 21+37.29; thence $N 54^{\circ}-49'-00''W$ 181.28 feet to a point bearing $N 54^{\circ}-49'-00''W$ and 166.32 feet from said Station 21+37.29; thence, leaving said street line northerly by a curve to the left of 4550.00 feet radius, 984.54 feet to a point bearing $S 86^{\circ}-44'-28''W$ and 150.00 feet from Station 32+27.32; thence $N 3^{\circ}-15'-32''W$ 272.68 feet to the point of ending thereof, again on the westerly location line of the aforesaid 1964 State highway layout, said point bearing $S 86^{\circ}-44'-28''W$ and being 150.00 feet from Station 35+00.00

The location line of the State highway altered and laid out as hereinbefore described is to be further defined by bounds set thereon at points of curvature and at the points of beginning and ending thereof.

The right of access to and egress from the State highway location is limited, being allowed across the location line thereof, altered and laid out as hereinbefore described, between a point thereon bearing N 54°-49'-00"W and 166.32 feet from Station 21+37.29, and the point of beginning thereof.

The limited access provisions of the aforesaid 1964 State highway layout are hereby voided insofar as applicable to that portion of the westerly location line thereof between the points of beginning and ending of the alteration hereinbefore described.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, and of Chapter 679 of the Acts of 1965, all of the land outside the limits of the existing public way or ways, and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables, and other appurtenances for the conveyance of electricity and for telephone communication) situated in the City of Holyoke, Hampden County, all of said land being taken in fee simple, the supposed owner of Parcel 9-1 being shown on the plan hereinafter referred to, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for

telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid taking is shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke Hampden County Altered and Laid out as a State highway by the Department of Public Works June 15, 1966 Scale: 80 feet to the inch," an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by The Sisters of Providence in their property (area about 2.46 acres) by reason of the aforesaid taking, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, an award is made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

The name of the owner herein given, although supposed to be correct, is such only as a matter of opinion and belief.

It is therefore,

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby

laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County, and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way, as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this fifteenth day of June, 1966.

F. W. Sargent

Anthony C. Rosselli

Department

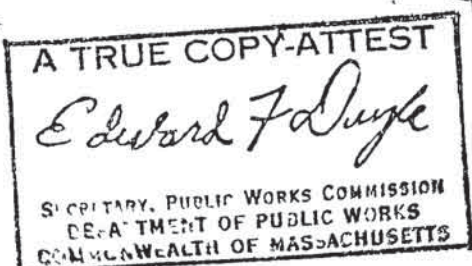
Edward J. Ribbs

of

Robert S. Foster

Public Works

John D. Warner



1966

Holyoke



**STATE HIGHWAY LAYOUT #5616
I-91, West Springfield line to Whitney Ave.**

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 105 PAGES 10(a)-11(b).

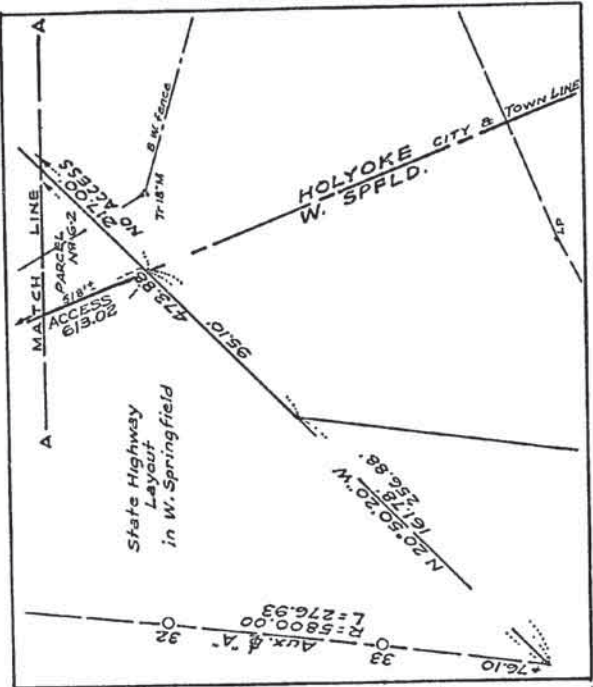
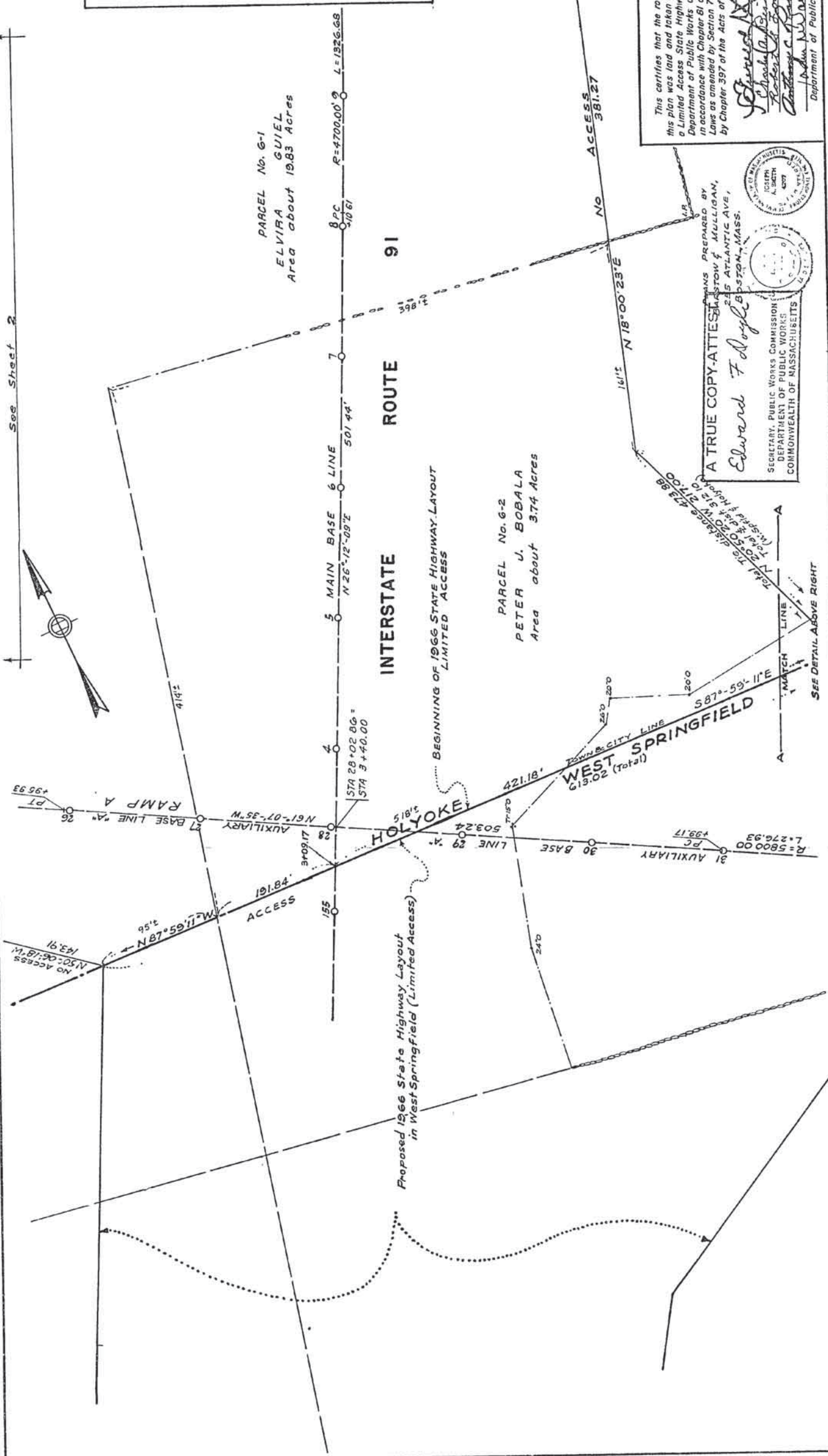
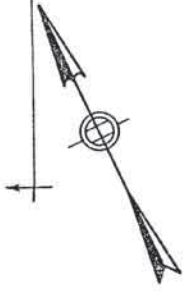
INDEXING

STATE HIGHWAY LAYOUT #5616

- Image Info** SH59019 Holyoke
- Image Info** SH59019 West Springfield
- Image Info** SH59019 I-91
- Image Info** SH59019 Whitney Avenue

FOUR SHEETS
(LIMITED ACCESS)
Layout No. 5616

See Sheet 2



The Commonwealth of Massachusetts

PLAN OF ROAD
in the city of

HOLYOKE
HAMPDEN COUNTY

Laid out as a State Highway by the
Department of Public Works
SEPTEMBER 21, 1966
Scale: 80 feet to the inch

Chief Engineer
Department of Public Works

This certifies that the road shown on
this plan was laid and taken charge of as
a Limited Access State Highway by the
Department of Public Works on Sept 21, 1966
in accordance with Chapter 81 of the General
Laws as amended by Section 7-C inserted
by Chapter 397 of the Acts of 1943

Edward F. Doyle
Secretary, Public Works Commission
Department of Public Works
Commonwealth of Massachusetts

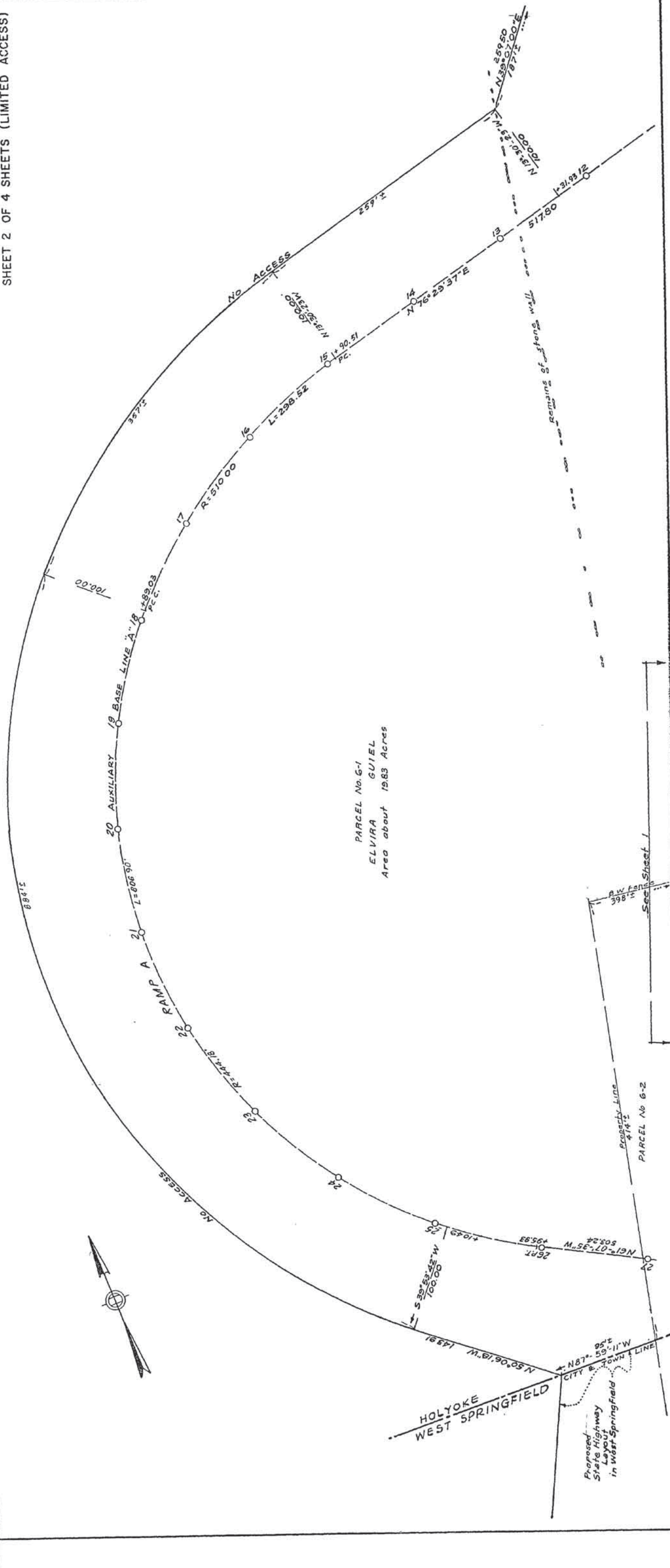


A TRUE COPY-ATTESTED
PREPARED BY
JOSEPH A. SMITH
1007
15 ATLANTIC AVE.,
BOSTON, MASS.

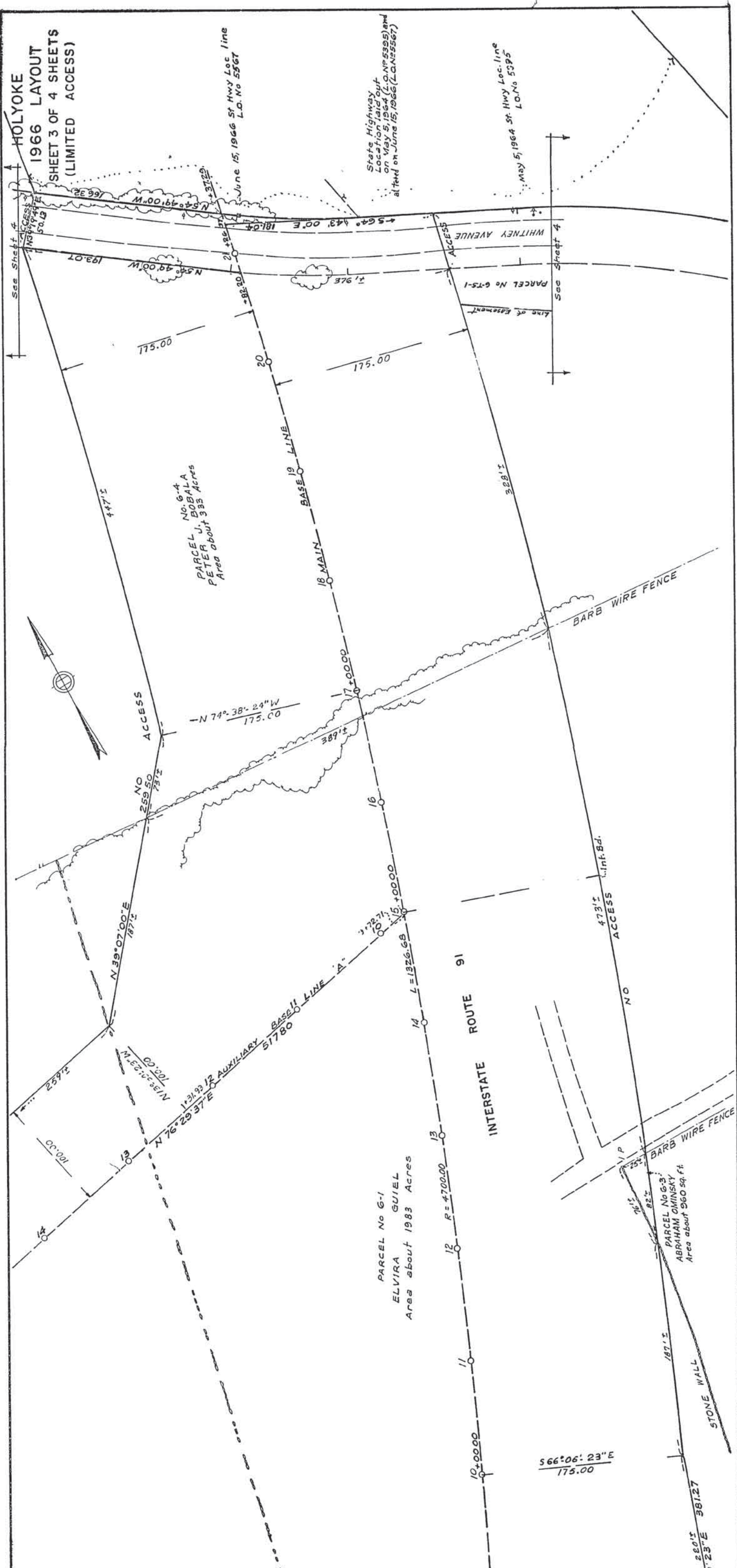
EDWARD F. DOYLE
Secretary, Public Works Commission
Department of Public Works
Commonwealth of Massachusetts

Layout No. 5616

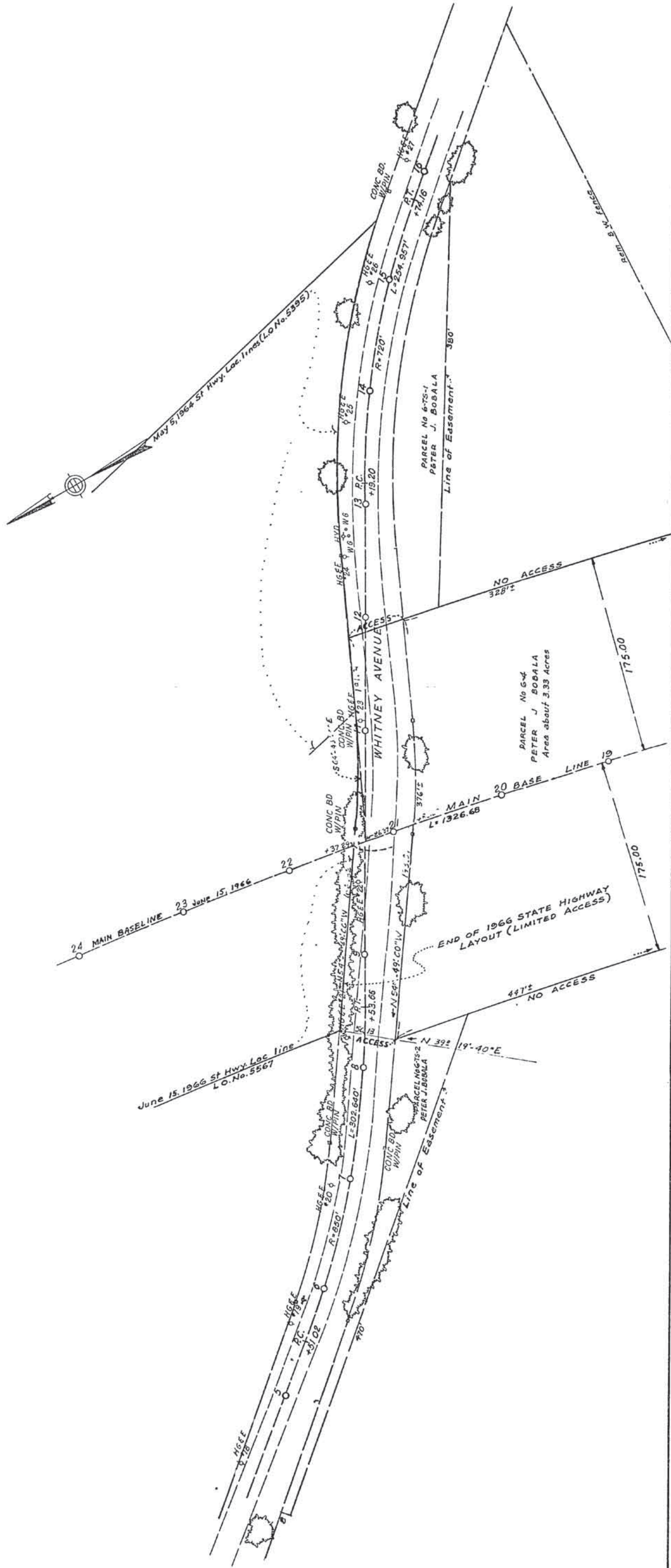
HOLYOKE - 1966 LAYOUT
SHEET 2 OF 4 SHEETS (LIMITED ACCESS)



HOLYOKE
1966 LAYOUT
SHEET 3 OF 4 SHEETS
(LIMITED ACCESS)



HOLYOKE - 1966 LAYOUT





The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

September 21, 1966

Holyoke 5616 &
Order of Taking
Edward G. Shea, Clerk
Hampden County County Commissioners
Court House
Springfield, Massachusetts.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of September 21, 1966, alter the location of a section of State highway ^{with limited access provisions} laid out in the City of Holyoke in the years 1964 and 1966.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F Doyle

Secretary.

~~Registered Mail~~

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

oooOooo

Layout No. 5616
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on April 13, 1962, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of, as a limited access State highway, a road in the City of Holyoke, County of Hampden

The layout establishes a State highway location, with limited access provisions, for a portion of Interstate Route 91 on new location beginning at the dividing line between the Town of West Springfield and said City of Holyoke and extending thence in a general northerly direction about 0.35 miles to the southerly end of the State highway laid out on May 5, 1964 (Layout No. 5395) and widened on June 15, 1966 (Layout No. 5567) being more fully described as follows:

The main baseline of location for the State highway hereby laid out begins at a point on the aforesaid dividing line between the Town of West Springfield and the City of Holyoke shown on plan as station 3+09.17, and extends thence leaving said dividing line $N26^{\circ}12'09''E$ 501.44 feet; thence by a curve to the left of 4700.00 feet radius 1326.68 feet to a point at the end of the layout shown on plan as station 21+37.29, said station being identical with station 21+37.29 of the main baseline of the aforesaid June 15, 1966 State highway layout (Layout No. 5567). The length of the State highway hereby laid out is about 1828 feet.

An auxiliary baseline "A" begins at a point on the main baseline hereinbefore described on plan as station 15+00.00 on said main baseline and as station 9+72.71 for said baseline "A", and extends thence $S76^{\circ}29'37''W$ 517.80 feet; thence by a curve to the left of 510.00 feet radius 298.52; ^{feet} thence by a curve to the left of 444.18 feet radius 806.90 feet; thence $S61^{\circ}07'35''E$ 503.24 feet, extending into the Town of West Springfield; thence by a curve to the right of 5800.00 feet radius 276.93 feet to

a point shown on plan as station 33+76.10.

Note: Station 28+02.86 of said auxiliary baseline "A" is identical with Station 3+40.00 of the main baseline hereinbefore described.

The westerly location line of the State highway hereby laid out begins at a point on the aforesaid dividing line between the Town of West Springfield and the City of Holyoke said point bearing $N87^{\circ}59'11''W$ and being 191.84 feet distant from the point of beginning of the main baseline hereinbefore described, shown on plan as station 3+09.17, and extends thence, leaving said dividing line, $N50^{\circ}06'18''W$ 143.91 feet to a point bearing $S39^{\circ}53'42''W$ and 100.00 feet distant from station 25+10.49 of auxiliary baseline "A" hereinbefore described; thence parallel to said auxiliary baseline "A" and 100.00 feet distant westerly therefrom to a point bearing $N13^{\circ}30'23''W$ and 100.00 feet distant from station 12+31.93 of said auxiliary baseline "A"; thence $N39^{\circ}07'00''E$ 259.50 feet to a point bearing bearing $N74^{\circ}38'24''W$ and 175.00 feet distant from station 17+00.00 of the main baseline hereinbefore described; thence parallel to said main baseline and 175.00 feet distant therefrom to a point on the southwesterly street line of Whitney Avenue bearing $N54^{\circ}49'00''W$ and 193.07 feet distant from station 20+82.20 of said main baseline; thence, crossing Whitney Avenue $N39^{\circ}19'40''E$ 50.13 feet to a point on the northeasterly street line thereof bearing $N54^{\circ}49'00''W$ and 166.32 feet distant from station 21+37.29 of said main baseline, this last described point marking the point of ending of the westerly location line of the State highway hereby laid out, and being on the westerly location line of the aforesaid June 15, 1966 State highway layout No. 5567.

The easterly location line of the State highway hereby laid out begins at a point on the aforesaid dividing line between the Town of West Springfield and the City of Holyoke bearing $N20^{\circ}50'20''W$ and 256.88 feet distant from station 33+76.10 of auxiliary baseline "A" hereinbefore described, and extends thence, leaving said dividing line, $N20^{\circ}50'20''W$ 217.00 feet to a point bearing $N20^{\circ}50'20''W$ and 473.88 feet distant from said station 33+76.10; thence $N18^{\circ}00'23''E$ 381.27 feet to a point bearing $S66^{\circ}06'23''E$

and 175.00 feet distant from station 10+00.00 of the aforesaid main baseline; thence parallel to said main baseline and 175.00 feet distant easterly therefrom to a point at the end of the layout, on the northeasterly street line of Whitney Avenue and at the southerly end of the May 5, 1964 Layout No. 5395, said point bearing $S64^{\circ}43'00''E$ and being 181.04 feet distant from station 21+26.37 of the aforesaid main baseline.

The southerly end of the State Highway hereby laid out is defined by that portion of the aforesaid dividing line between the Town of West Springfield and the City of Holyoke extending $S87^{\circ}59'11''E$ 613.02 feet between the points of beginning of the westerly and easterly location lines hereinbefore described.

The location lines of the State highway hereinbefore described are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof; also at an intermediate point on the easterly location line opposite station 15+00.00 of said main baseline.

The right of access to and from ^{egress} the State highway location is limited, being allowed across the location lines thereof hereinbefore described only as follows:

1. Free access to and from said location is allowed across the line defining the the southerly end thereof for its entire length.
2. Access to and egress from said location is allowed across the westerly and easterly location lines thereof at Whitney Avenue between the limits of the street lines thereof for the use of said Avenue crossing the State highway by way of a bridge and the approaches thereto, as and when said Avenue is reconstructed.

Upon completion of the construction of the State highway within the limits of the layout hereinbefore described and the acceptance thereof by the Department of Public Works the control and maintenance of the roadway of Whitney Avenue as existing altered or established by said construction and included within said State highway location, shall revert to said City of Holyoke.

Easements are hereby taken in the parcel of land hereinafter described as Parcels 6-TS-1 and 6-TS-2 for the purpose of constructing slopes of excavation and or embankment on said land in connection with the reconstruction of a portion of Whitney Avenue. Said easements are temporary in nature and are to be in effect only until four years from the date of this instrument and consist of the right to enter upon said land at anytime during the effective period of the easements to construct thereon said slopes of excavation and/or embankment.

Parcel 6-TS-1 A parcel of land supposed to be owned by Peter J. Bobala, adjoining the easterly location line of the State highway hereinbefore described and the southwesterly street line of Whitney Avenue, bounded by said lines and by a line extending from a point on said State highway location line opposite and 175.00 feet distant from station 20 of the aforesaid main baseline, southeasterly about 380 feet to a point on said street line opposite and about 535 feet distant from station 18+80 of said main baseline.

Parcel 6-TS-2 A parcel of land supposed to be owned by Peter J. Bobala, adjoining the westerly location line of the State highway hereinbefore described and the southwesterly street line of Whitney Avenue, bounded by said lines and by a line extending from a point on said State highway location line opposite and 175.00 feet distant from station 20+93 of the aforesaid main baseline northwesterly 470 feet; then turning at a right angle and extending northeasterly 8 feet to said street line.

For the purpose of laying out, constructing and maintaining said State highway the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, all of the land outside the limits of the existing public way or ways and within the limits of the State highway layout hereinbefore described, including all trees and structures located thereon (Not, however, including poles, towers, wires, cables and other appurtenances for the conveyance of electricity and telephone communication) situated in the City of Holyoke, County of Hampden, all

of said land being taken in fee simple, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description. The names of the owners of Parcels 6-1 to 6-4 inclusive, shown on the plan hereinafter referred to, are set forth in the schedule hereinafter contained.

The State highway hereby laid out and the aforesaid takings are shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke, Hampden County. Laid out as a State highway by the Department of Public Works September 21, 1966 Scale: 80 feet to the inch," an attested copy of which is to be recorded with this order of taking and layout in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6 as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at anytime prior to the payment thereof for good cause shown.

<u>PARCEL NO.</u>	<u>SUPPOSED OWNER</u>	<u>AREA</u>
6-1	Elvira Guiel	19.83 Acres
6-2	Peter J. Bobala	3.74 Acres
6-3	Abraham Ominsky	960 Sq. Ft.
6-4	Peter J. Bobala	3.33 Acres
6-TS-1	Peter J. Bobala	
6-TS-2	Peter J. Bobala	

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

VOTED: That said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twenty-first day of September 1966.

/s/ Edward J. Ribbs

/s/ Anthony C. Rosselli

J. A. S.

/s/ Robert S. Foster

/s/ Charles A. Bisbee Jr.

/s/ John D. Warner

Department

of

Public Works

A TRUE COPY-ATTEST

Edward F. Doyle

SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

1968

Holyoke



STATE HIGHWAY LAYOUT #5750
I-91, widening of location at intersection with Lower Westfield Rd.

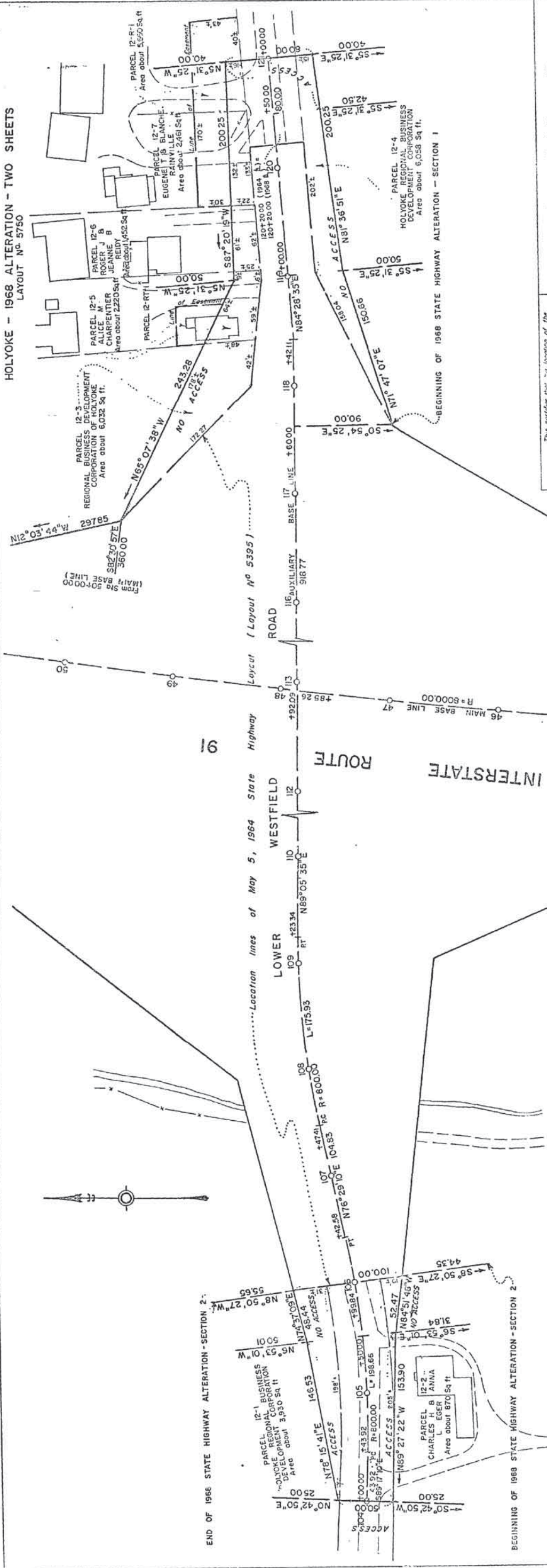
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 113 PAGES 46-47.

INDEXING

STATE HIGHWAY LAYOUT #5750

- Image Info** SH59020 Holyoke
- Image Info** SH59020 I-91
- Image Info** SH59020 Lower Westfield Road

HOLYOKE - 1968 ALTERATION - TWO SHEETS
LAYOUT No. 5750



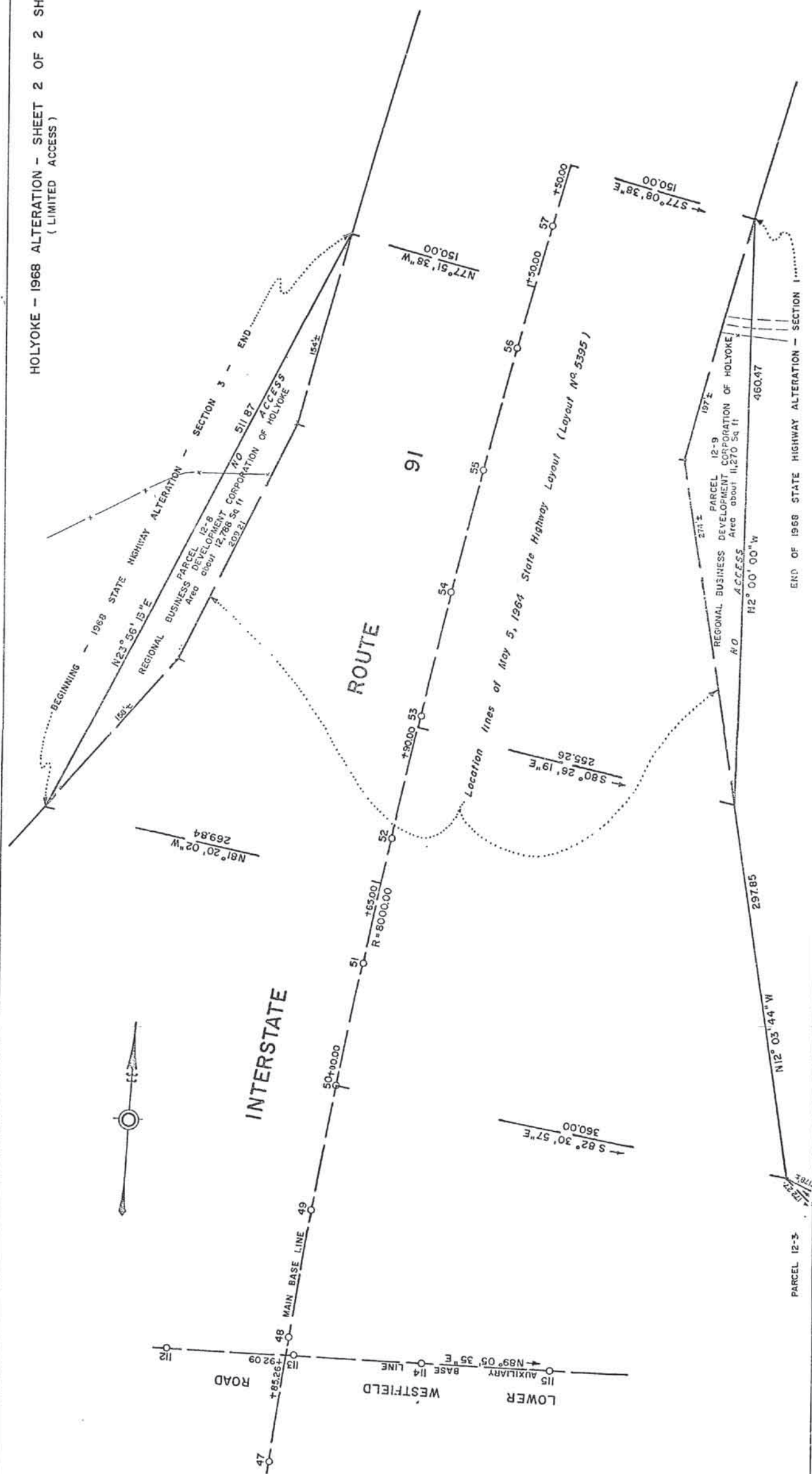
This certifies that the location of the highway has been altered, shown on this plan and that the highway was laid out and taken under the provisions of the State Highway Act of 1943, Chapter 244, Section 7-C, as amended, and that the highway is now a part of the State Highway System.

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
HOLYOKE
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
APRIL 17, 1968
Scale: 80 feet to the inch
Chief Engineer
Layout No. 5750

A TRUE COPY-ATTEST
Edward F. Doyle
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

84605

HOLYOKE - 1968 ALTERATION - SHEET 2 OF 2 SHEETS
(LIMITED ACCESS)





The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Holyoke
L.C. No. 5750 &
Order of Taking

April 18, 1968

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of April 17, 1968, alter the location of a section of State highway laid out in the City of Holyoke in the year 1964.

A plan thereof and a certificate that said Department of Public Works has laid out ^{with limited access provisions} and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle
EDWARD F. DOYLE

Secretary.

~~Registered Mail~~

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 5750
and Order of Taking

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of May 5, 1964 (Layout No. 5395) lay out and take charge of as a limited access State highway a road in the City of Holyoke, County of Hampden, being known as Interstate Route 91, as shown on the plans of said State highway, on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the City Clerk of /
Holyoke; and

Whereas, it now appears advisable to make certain changes in the location lines of said State highway;

Now, Therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, with limited access provisions, as hereinafter described.

The alteration is made in three sections and consists of widening with limited access provisions, portions of the aforesaid May 5, 1964 State highway layout, on the westerly and easterly sides thereof, at the locations shown on the plan hereinafter referred to, being more fully described as follows:

An auxiliary base line for Lower Westfield Road used for the alteration is an extension of an auxiliary base line for said Road used for said 1964 State highway layout, and begins at a point in the existing roadway of said Lower Westfield Road shown on plan as station 104+00.00, and extends thence south
89 17'10" east 43.92 feet; thence by a curve to the left of 800.00 feet radius 155.92 feet to a point shown on plan as station 105+99.84 said point being identical

with station 105+99.84 of the aforesaid auxiliary base line for said 1964 State highway layout, and begins again at a point in the existing roadway of said Road, shown on plan as station 120+20.00, said point being identical with station 120+20.00 of the aforesaid auxiliary baseline, and extends thence north $84^{\circ}28'35''$ east 80.00 feet to the point of ending thereof, shown on plan as station 121+00.00.

-- Section One --

The first section of the State highway as hereby altered and laid out is located, for the most part, on Lower Westfield Road, and consists of widening a portion of the location of the aforesaid 1964 State highway layout on the easterly side thereof. The easterly location line of the first section of the State highway as hereby altered and laid out begins at a point on the easterly location line of said State highway layout, said point bearing south $0^{\circ}54'25''$ east and being 90.00 feet distant from station 117+60.00 of the 1964 auxiliary base line for Lower Westfield Road hereinbefore referred to, and extends thence leaving said location line, north $71^{\circ}47'07''$ east 150.66 feet to a point bearing south $5^{\circ}31'25''$ east and 50.00 feet distant from station 119+00.00 of said auxiliary base line; thence north $81^{\circ}36'51''$ east 200.25 feet to a point bearing south $5^{\circ}31'25''$ east and 40.00 feet distant from station 121+00.00 of the extension of said auxiliary base line hereinbefore described; thence, in part crossing Lower Westfield Road, north $5^{\circ}31'25''$ west 80.00 feet to a point bearing north $5^{\circ}31'25''$ west and 40.00 feet distant from said station 121+00.00; thence south $87^{\circ}20'19''$ west 200.25 feet to a point bearing north $5^{\circ}31'25''$ west and 50.00 feet distant from the aforesaid station 119+00.00; thence north $65^{\circ}07'38''$ west 243.28 feet to a point again on said easterly location line, said point bearing south $82^{\circ}30'57''$ east and being 360.00 feet distant from station 50+00.00 of the main base line of the aforesaid 1964 State highway layout; thence, following said easterly location line north $12^{\circ}03'44''$ west 297.85 feet to a point bearing south $80^{\circ}26'19''$ east and 255.26 feet distant from station 52+90.00 of said main base line; thence, leaving said location/and extending north $2^{\circ}00'00''$ west 460.47 feet to a point at the end of said first section, again on said easterly

location line, bearing south $77^{\circ}08'38''$ east and 150.00 feet distant from station 57+50.00 of said main base line.

"Section Two"

The second section of the State highway as hereby altered and laid out is located on Lower Westfield Road and consists of widening a portion of the location of the aforesaid 1964 State highway layout on the westerly side thereof. The westerly location line of the second section of the State highway as hereby altered and laid out begins at a point on the westerly location line of said State highway layout, said point bearing south $8^{\circ}50'27''$ east and being 44.35 feet distant from station 105+99.84 of the extension of the auxiliary base line for Lower Westfield Road hereinbefore described and extends thence, leaving said location line, north $84^{\circ}51'48''$ west 52.47 feet to a point bearing south $6^{\circ}53'01''$ east and 31.84 feet distant from station 105+50.00 of said extended auxiliary base line; thence north $89^{\circ}27'22''$ west 153.90 feet to a point on the existing southerly street line of Lower Westfield Road, said point bearing south $0^{\circ}42'50''$ west and being 25.00 feet distant from station 104+00.00 of said extended auxiliary base line; thence north $0^{\circ}42'50''$ east 50.00 feet, crossing Lower Westfield Road to a point on the northerly street line thereof, said point bearing north $0^{\circ}42'50''$ east and being 25.00 feet distant from said station 104+00.00; thence, leaving said street line and extending north $78^{\circ}15'41''$ east 146.53 feet to a point bearing north $6^{\circ}53'01''$ west and 50.01 feet distant from the aforesaid station 105+50.00; thence north $74^{\circ}37'09''$ east 48.44 feet to a point at the end of said second section, again on the westerly location line of said 1964 State highway layout, said point bearing north $8^{\circ}50'27''$ west and being 55.65 feet distant from the aforesaid station 105+99.84.

"Section Three"

The third section of the State highway as hereby altered and laid out consists of widening a portion of the location of the aforesaid 1964 State highway layout, on the westerly side thereof. The westerly location line of the third section of the State highway as hereby altered and laid out begins at a point on the westerly location line of said layout, bearing north $81^{\circ}20'02''$ west and 269.84 feet distant from station 51+65.00 of the main base line of said layout and extends

thence, leaving said location line, north $23^{\circ}56'13''$ east 511.87 feet to a point at the end of said third section, again on said location line, said point bearing north $77^{\circ}51'38''$ west and being 150.00 feet distant from station 56+50.00 of said main base line.

The location lines of the sections of state highway hereby altered and laid out are to be further defined by bounds set thereon at angle points and at the points of beginning and ending thereof.

The right of access to and egress from the State highway location is limited, being allowed across the location lines thereof, altered and laid out as hereinbefore described, only as follows:

(1) Free access to and egress from said location is allowed:

(a) Across the easterly location line of Section 1 thereof, between a point thereon bearing south $5^{\circ}31'25''$ east and 42.50 feet distant from station 120+50 of the extended auxiliary base line for Lower Westfield Road hereinbefore described, and a point thereon bearing north $5^{\circ}31'25''$ west and 40.00 feet distant from station 121+00.00 of said extended auxiliary base line.

(b) Across the westerly location line of Section 2 thereof, between a point thereon bearing south $6^{\circ}53'01''$ east and 31.84 feet distant from station 105+50.00 of the extended auxiliary base line for Lower Westfield Road hereinbefore described, and a point thereon bearing north $6^{\circ}53'01''$ west and 50.01 feet distant from said station 105+50.00.

The above described access-egress items are shown on the plan hereinafter referred to.

The limited access provisions as imposed, with certain restrictions and qualifications, under the aforesaid May 5, 1964 State highway layout, are hereby voided insofar as applicable to those portions of the easterly and westerly location lines thereof, altered and laid out as hereinbefore described, only as follows:

(a) Across the easterly location line thereof between a point thereon bearing south $0^{\circ}54'25''$ east and 90.00 feet distant from station 117+60.00 of the 1964 auxiliary base line for Lower Westfield Road, hereinbefore referred to, and a point

thereon bearing south $5^{\circ}31'25''$ east and 25.00 feet distant from station 120+20.00 of said auxiliary base line.

(b) Across the easterly location line thereof between a point thereon bearing north $5^{\circ}31'25''$ west and 25.00 feet distant from station 120+20.00 of the 1964 auxiliary base line for Lower Westfield Road hereinbefore referred to, and a point thereon bearing south $82^{\circ}30'57''$ east and 360.00 feet distant from station 50 of the main base line of the aforesaid 1964 State highway layout.

(c) Across the westerly location line thereof between points thereon bearing south $8^{\circ}50'27''$ east and about 25 feet and 44.35 feet distant respectively from station 105+99.84 of said auxiliary base line for Lower Westfield Road.

(d) Across the westerly location line thereof between points thereon bearing north $8^{\circ}50'27''$ west and about 25 feet and 55.65 feet distant respectively from station 105+99.84 of said auxiliary base line for Lower Westfield Road.

(e) Across the westerly location line thereof between points thereon marking the points of beginning and ending of the third section of the State highway location altered and laid out as hereinbefore described.

(f) Across the easterly location line thereof between a point thereon bearing south $86^{\circ}26'12''$ east and 255.26 feet distant from station 52+90.00 of the main base line of said 1964 State highway layout, and a point thereon bearing south $77^{\circ}08'38''$ east and 150.00 feet distant from station 57+50.00 of said main base line.

An easement is hereby taken in a parcel of land hereinafter described as Parcel 12-R-1. Said easement is hereby taken under the provisions of Chapter 448 of the Acts of 1948 in behalf of owners of land whose rights of access thereto and egress therefrom would otherwise become inoperative due to the limited access provisions of the State highway alteration hereinbefore described. Said easement consists of the right to enter upon said land at any time to construct thereon and to use and maintain a roadway and necessary utilities.

Parcel 12-R-1. A parcel of land supposed to be owned by Eugene T. and Blanche Rainville, adjoining the easterly location line of Section 1 of the State highway altered and laid out as hereinbefore described, at Lower Westfield Road,

the aforesaid rights therein being taken in behalf of Roger J. and Jeanne B. Reidy, and bounded westerly by land now or formerly of Roger J. and Jeanne B. Reidy, about 30 feet; northerly and easterly by other land of said Rainville about 170 feet and about 43 feet respectively; southerly by Lower Westfield Road about 40 feet; and westerly and southerly by the aforesaid State highway alteration about 16 feet and about 132 feet respectively; containing about 5660 square feet.

An easement is hereby taken in the parcel of land hereinafter described as Parcel 12-RT-1 for the purpose of removing and/or demolishing ^{a structure} which is located partly within the State highway location hereinbefore described. Said easement is temporary in nature and is to be in effect only until such time as the aforesaid purpose for which it is taken shall have been accomplished. Said easement consists of the right to enter upon said land at any time during the effective period of the easement to remove and/or demolish a structure or portion thereof now located thereon.

Parcel 12-RT-1. A parcel of land supposed to be owned by Alice M. Charpentier, adjoining the easterly location line of Section 1 of the State highway altered and laid out as hereinbefore described, at Lower Westfield Road, bounded by said location line and by the line connecting the following points: opposite and northerly from about station 118+39 of the 1964 auxiliary base line for Lower Westfield Road hereinbefore referred to, and on said location line; opposite about station 118+37 of said auxiliary base line and about 24 feet from said location line; opposite about station 118+83 of said auxiliary base line and 44 feet from said location line; and opposite station 118+81 of said auxiliary base line and on said location line.

The locations of the above described easements are more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, all of the land outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including

all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication) situated in the City of Holyoke, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 12-1 to 12-9 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke Hampden County Altered and laid out as a State Highway by the Department of Public Works April 17, 1968 Scale: 80 feet to the inch," an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

Parcel No.	Supposed Owner	Area
12-1	Holyoke Regional Business Development Corporation	3930 square feet
12-2	L. Charles H. and Anna/Eger	870 square feet
12-3	Regional Business Development Corporation of Holyoke	6032 square feet
12-4	Holyoke Regional Business Development Corporation	6058 square feet
12-5	Alice M. Charpentier	2220 square feet
12-6	Roger J. and Jeanne B. Reidy	1452 square feet
12-7	Eugene T. and Blanche Rainville	2461 square feet
12-8	Regional Business Development Corporation of Holyoke	12,788 square feet
12-9	Regional Business Development Corporation of Holyoke	11,270 square feet
12-10-1	Alice M. Charpentier	
12-R-1	Eugene T. and Blanche Rainville	5660 square feet

The names of owners herein given, although supposed to be correct are such only as matters of opinion and belief.

It is therefore

Voted: That said way, as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth, that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this seventeenth day of April, 1968.

/s/ Edward J. Ribbs

A.G.S.

Department

of

/s/ Peter E. Donadio

Public Works

/s/ Robert S. Foster

A TRUE COPY-ATTEST

Edward F. Doyle

SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

1968

Holyoke



STATE HIGHWAY LAYOUT #5754
I-91, altering east line at intersection of Hampden St., Northampton St., Old Jarvis Rd.

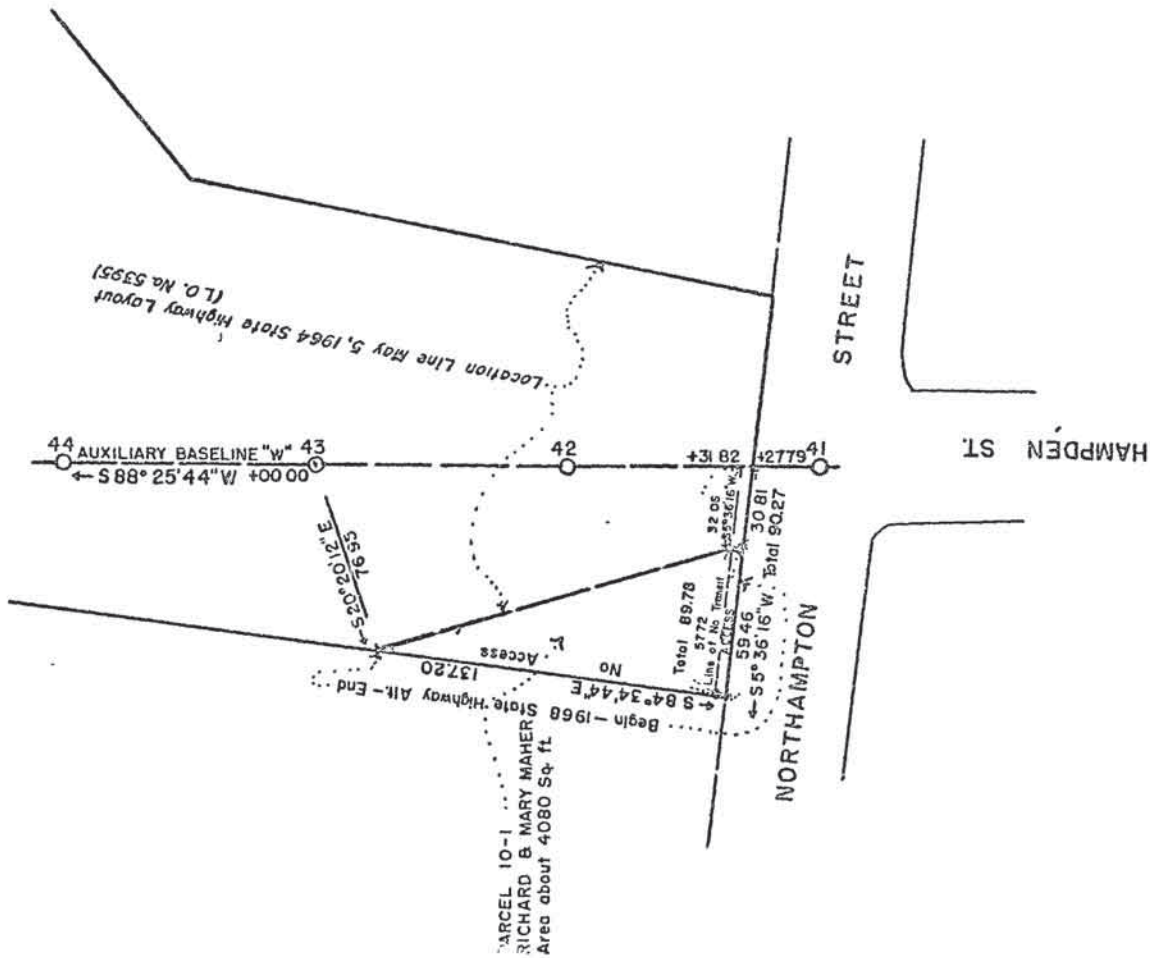
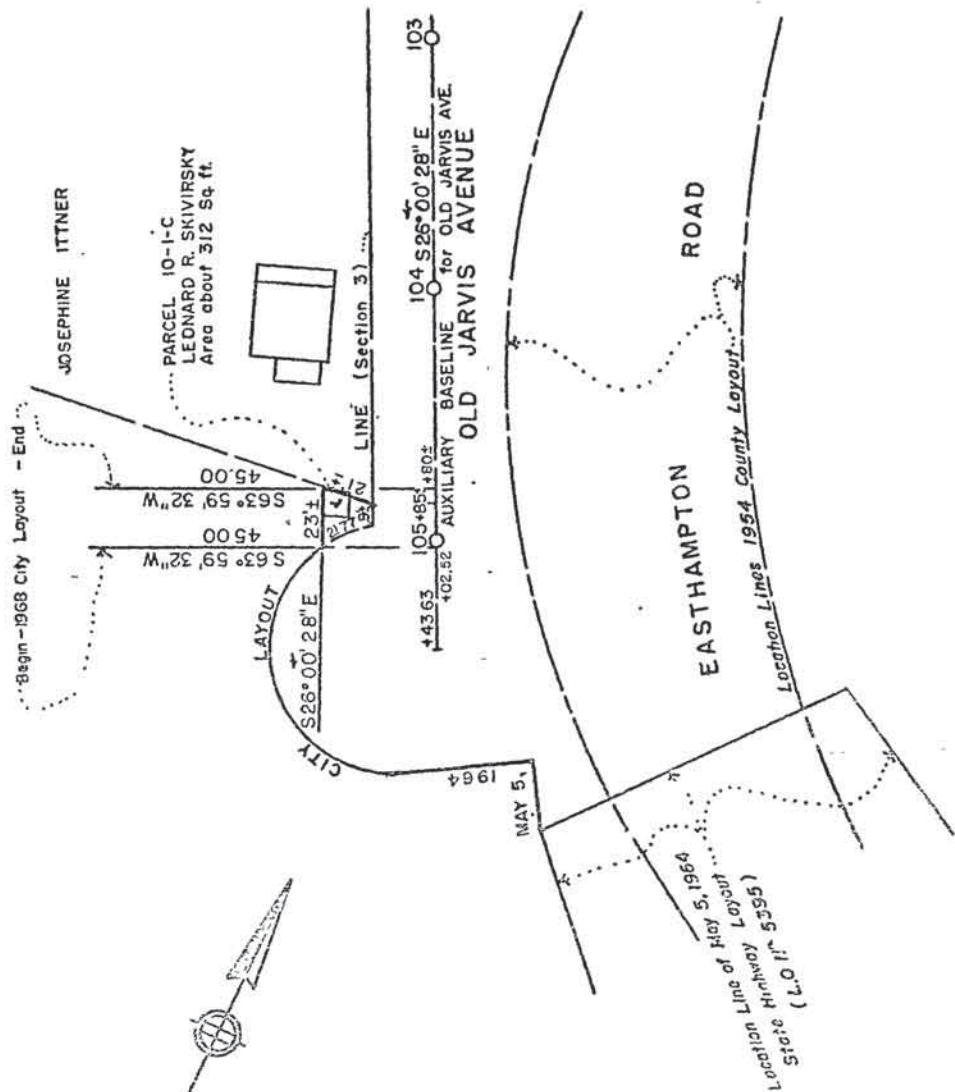
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 113 PAGE 45(a).

INDEXING

STATE HIGHWAY LAYOUT #5754

- Image Info** SH59021 Holyoke
- Image Info** SH59021 Hampden Street
- Image Info** SH59021 I-91
- Image Info** SH59021 Northampton Street

HOLYOKE - 1968 - ALTERATION - ONE SHEET
Layout No 5754



A TRUE COPY-ATTEST

Edward F. Doyle

SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on May 1, 1968 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943

This certifies that the location of the road marked on this plan "City Layout" was laid out in behalf of the City of Holyoke by the Massachusetts Department of Public Works on May 1, 1964 under authority of Chapter 448 of the Acts of 1940



The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
HOLYOKE
HAMPDEN COUNTY
Altered and laid out as a State Highway
Department of Public Works
MAY 1, 1968
Scale: 80 feet to the inch
Chief Engineer

Robert S. Foster
Department of Public Works

Robert S. Foster
Department of Public Works



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

May 6, 1968

L.O. No. 5754 &
Order of Taking

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of May 1, 1968, alter the location of a section of State highway laid out in the City of Holyoke in the year 1964.

A plan thereof and a certificate that said Department of Public Works has ^{with limited access provisions} laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle
Ed.

EDWARD F. DOYLE Secretary.

~~Registered Mail~~

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 5754
and Order of Taking

WHEREAS, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of May 5, 1964 (Layout No. 5395) lay out and take charge of as a limited access State highway a road in the City of Holyoke, County of Hampden, being known as Interstate Route 91, as shown on the plans of said State highway, on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the City Clerk of said City of Holyoke; and

WHEREAS, it now appears advisable to make certain changes in the easterly location line of said State highway;

Now, Therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, with limited access provisions, as hereinafter described.

The alteration is located on the westerly side of Northampton Street, at Hampden Street, and consists of altering the easterly location line of the aforesaid Layout No. 5395.

The baseline of location used for the alteration is a portion of Auxiliary baseline "W" of said 1964 State highway layout, and the Stations hereinafter referred to are points thereon, except as

hereinafter noted.

The easterly location line of the State highway as hereby altered and laid out begins at a point on the easterly location line of the aforesaid 1964 State highway layout, said point bearing south $20^{\circ}20'12''$ east and being 76.95 feet distant from station 43, and extends thence, leaving said location line south $84^{\circ}34'44''$ east, 137.20 feet to a point bearing south $5^{\circ}36'16''$ west and 90.27 feet distant from station 41+27.79; thence north $5^{\circ}36'16''$ east 59.46 feet to the point of ending thereof, again on said easterly location line, said point bearing south $5^{\circ}36'16''$ west and being 30.81 feet distant from said station 41+27.79.

The location line of the State highway altered and laid out as hereinbefore described is to be further defined by a bound at an angle point.

The right of access to and egress from the State highway location is limited, being allowed across the location line thereof, altered and laid out as hereinbefore described between a point thereon bearing south $5^{\circ}36'16''$ west and 89.78 feet distant from Station 41+31.82, and a point thereon bearing south $5^{\circ}36'16''$ west and 30.81 feet distant from Station 41+27.79.

A line across which transit is not allowed is hereby established within the limits of the State highway location altered and laid out as hereinbefore described, and begins at a point bearing south $5^{\circ}36'16''$ west and 32.06 feet distant from station 41+31.82 and extends thence south $5^{\circ}36'16''$ west 57.72 feet to the point of ending thereof on the easterly location line of the State highway altered and laid out as hereinbefore described, said point bearing south $5^{\circ}36'16''$ west and being 89.78 feet distant from said station 41+31.82.

The restriction of access -egress imposed under the May 5,

1964 State highway layout is hereby voided insofar as applicable to that portion of the easterly location line thereof between the points of beginning and ending of the alteration hereinbefore described.

In connection with the alteration and laying out of the State highway as hereinbefore described, it is necessary to lay out a section of highway, shown on the plan hereinafter referred to is hereby so laid out under the provisions of Chapter 448 of the Acts of 1948, and is more fully described as follows:

The section of highway hereby laid out on behalf of the City of Holyoke comprises a widening on the southwesterly side of Old Jarvis Avenue, of a portion of the City highway (Section 3) laid out on May 5, 1964, and the location line of said widening begins at a point on the southwesterly location line of said City highway bearing south $63^{\circ}59'32''$ west and 45.00 feet distant from station 105+02.52 of the auxiliary baseline for Old Jarvis Avenue of said layout and extends thence, leaving said location line north $26^{\circ}00'28''$ west about 23 feet to a point on the dividing line between land now or formerly of Leonard R. Skivirsky and land now or formerly of Josephine Ittner, said point bearing south $63^{\circ}59'32''$ west and being 45.00 feet distant from about station 104+80 of said auxiliary baseline; for Old Jarvis Avenue thence, following said dividing line easterly about 21 feet to the point of ending thereof, again on the southwesterly location line of said City highway opposite about Station 104+85 of said auxiliary baseline for Old Jarvis Avenue.

The location line of the section of highway hereby laid out on behalf of the City of Holyoke is to be further defined by a bound set thereon at an angle point.

For the purpose of laying out, constructing and maintaining

said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 629 of the Acts of 1965, all of the land outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, lines wires, cables, and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Holyoke, County of Hampden, all of said land being taken in fee simple, the supposed owner of Parcel 10-1 shown on the plan hereinafter referred to being set forth in the schedule hereinafter contained, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

For the purpose of laying out, constructing and maintaining the section of City highway hereinbefore described, the Department of Public Works, on behalf of the City of Holyoke, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws, and of Chapter 679 of the Acts of 1965, Parcel 10-1-C, shown on the plan hereinafter referred to, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication, situated in the City of Holyoke, County of Hampden, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said

premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

The State highway hereby altered and laid out, the section of City highway hereby laid out and the aforesaid takings are shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan Of Road in the City of Holyoke Hampden County Altered and laid out as a State Highway by the Department of Public Works May 1, 1968 Scale: 80 feet to the inch," an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>PARCEL NO.</u>	<u>SUPPOSED OWNER</u>	<u>AREA</u>
10-1	Richard & Mary Maher	4080 s.f.
10-1-C	Leonard R. Skivirsky	312 s.f.

The names of owners herein given although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted: That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the secretary to the Public

Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted, that the secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works attesting that said Department of Public Works has laid out said section of City way in accordance with said plan.

Dated at Boston this. first day of May, 1968

A.G.S.

DEPARTMENT

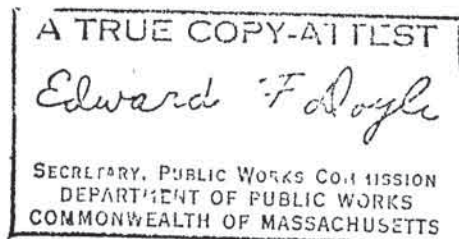
OF

PUBLIC WORKS

/s/ Charles A. Bisbee, Jr.

/s/ Peter E. Donadio

/s/ Robert S. Foster



1970

Holyoke



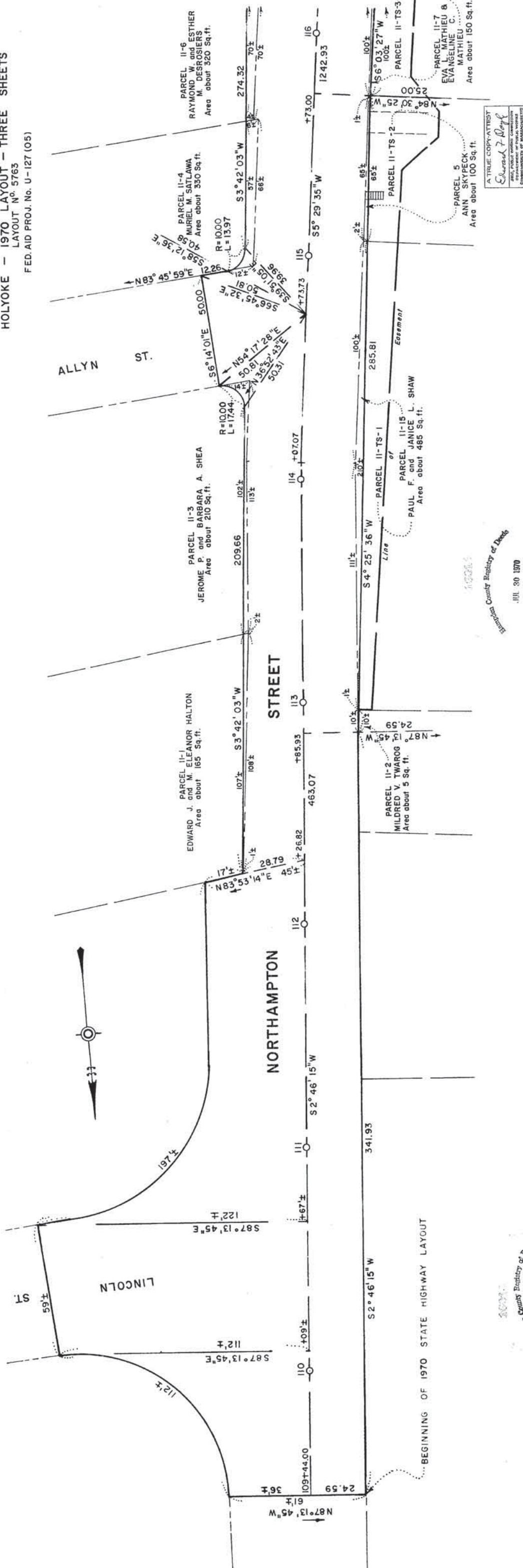
STATE HIGHWAY LAYOUT #5763
I-91, Northampton St., Dwight St., Easthampton Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 122 PAGES 106-110.

INDEXING

STATE HIGHWAY LAYOUT #5763

- Image Info** SH59022 Holyoke
- Image Info** SH59022 Dwight Street
- Image Info** SH59022 Easthampton Road
- Image Info** SH59022 I-91
- Image Info** SH59022 Northampton Street



This certifies that the road shown on this plan was laid out and taken charge of as a State Highway by the Department of Public Works on July 15, 1970 in accordance with Chapter 81 of the General Laws.

Robert S. Foster
Charles A. Bunting

Department of Public Works

The Commonwealth of Massachusetts

PLAN OF ROAD
in the City of

HOLYOKE

HAMPDEN COUNTY

Laid out as a State Highway by the
Department of Public Works

JULY 15, 1970

Scale: 40 feet to the inch

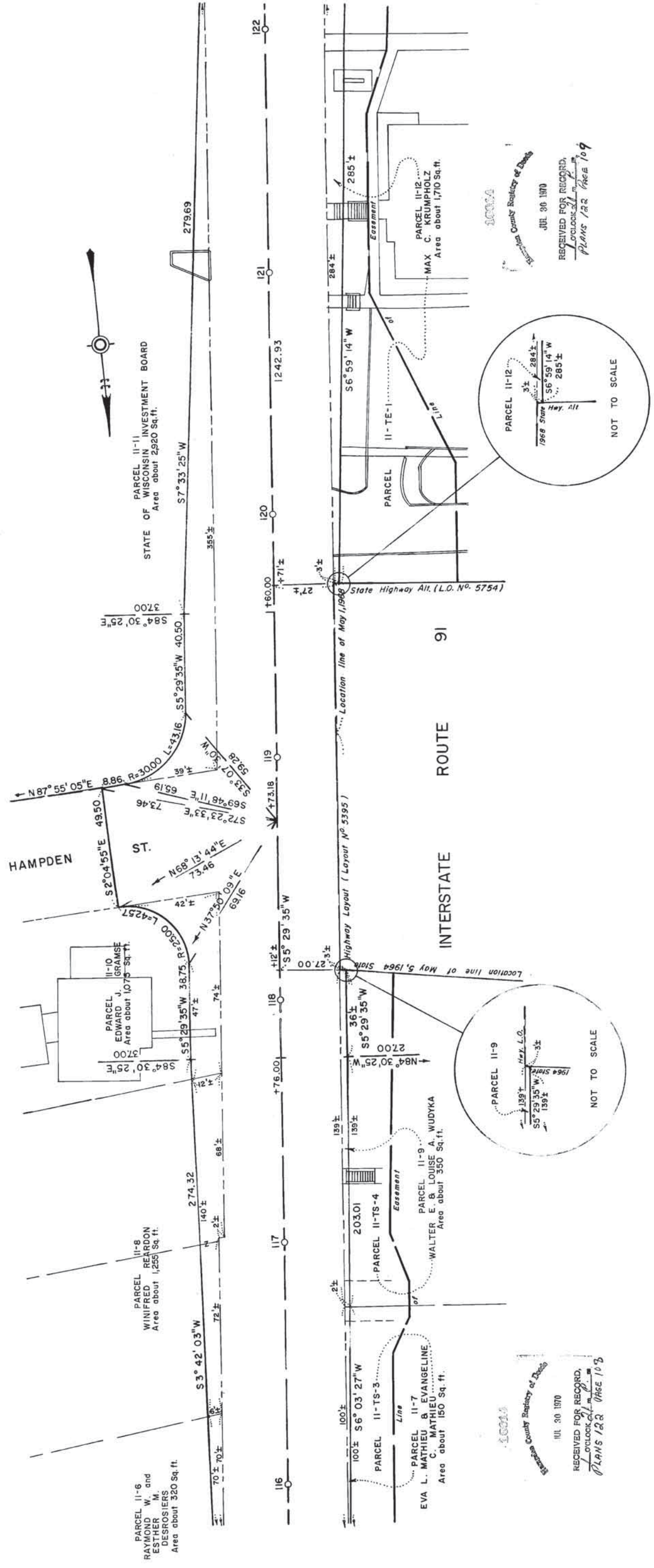
Edward F. Fogarty
City Engineer

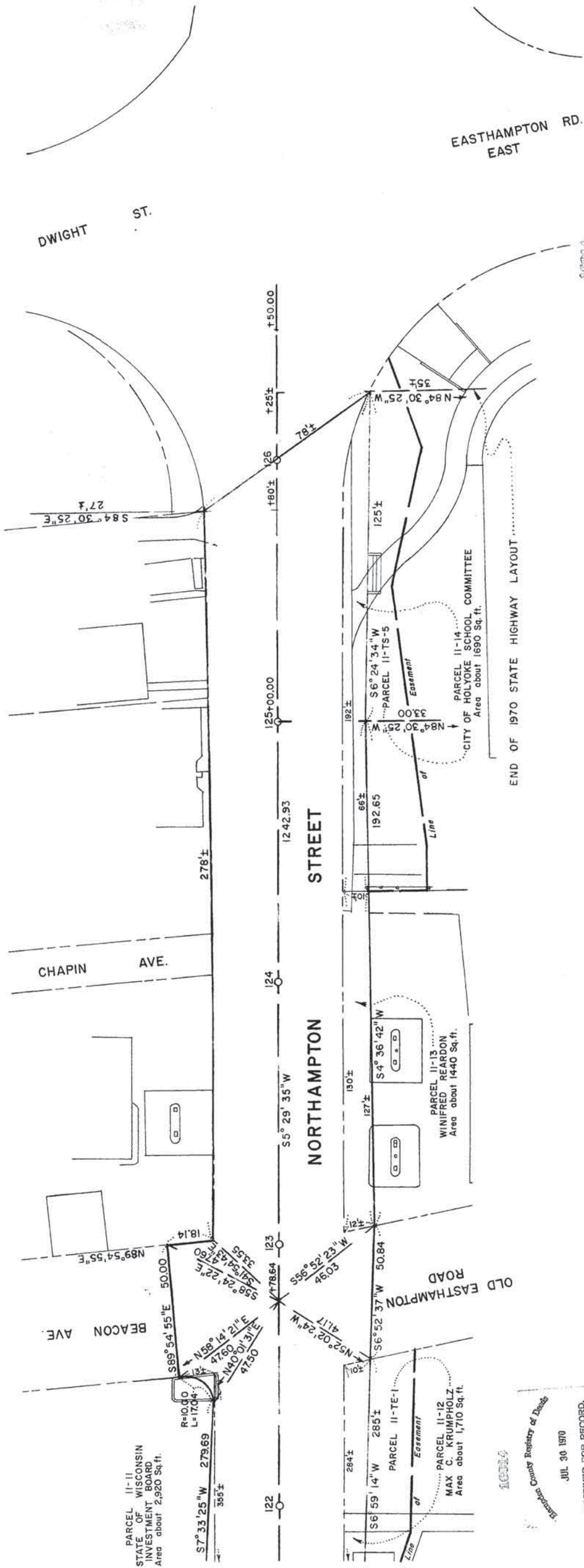
Layout N^o 5763

Received County Registry of Deeds
JUL 30 1970

RECEIVED FOR RECORD,
JUL 30 1970
PLANS 122 PAGE 107







16014
Berkshire County Registry of Deeds
JUL 30 1970
RECEIVED FOR RECORD,
JUL 30 1970
PLANS 122 PAGE 110

16014
Berkshire County Registry of Deeds
JUL 30 1970
RECEIVED FOR RECORD,
JUL 30 1970
PLANS 122 PAGE 111

1970

Holyoke



STATE HIGHWAY LAOUT #5859
Route 5, Northampton Rd., north of Anderson Hill Rd. southwesterly
approximately 6 miles.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 122 PAGES 84-88.

INDEXING

STATE HIGHWAY LAYOUT #5859

- Image Info** SH59023 Holyoke
- Image Info** SH59023 Anderson Hill Road
- Image Info** SH59023 Northampton Road
- Image Info** SH59023 Route 5



L.O. No. 5859 &
Order of Taking
Holyoke

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

July 13, 1970

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of July 1, 1970, alter the location of a section of State highway laid out in the City of Holyoke in the year

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle
EDWARD F. DOYLE

Secretary.

~~Registered Mail~~

COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---0000000---

Layout No. 5859
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on September 5, 1968, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a State Highway a road in the City of Holyoke, County of Hampden.

The layout consists of establishing a State highway location, on new location, for a portion of U. S. Route 5, beginning about 1800 feet northerly of Anderson Hill Road and extending thence in a general southwesterly direction, in part crossing the right-of-way of the Holyoke and Westfield Railroad Company at other than grade at about Station 235+80 of the main base line of location hereinafter described, about 0.60 miles, being more fully described as follows:

The main baseline of location for the State highway hereby laid out begins at a point shown on plan as Station 219+50.20, said point being identical with Station 219+50^{.20}/of the main baseline of the aforesaid 1935 City Layout on said U.S. Route 5 and extends thence south 31° 29' 40" west 361.23 feet; thence by a curve to the left of 1800.00 feet radius 786.99 feet; thence south 6° 26' 37" west 442.32 feet; thence by a curve to the right of 1800.00 feet radius 781.17 feet; thence south 31° 18' 32" west 811.79 feet to the point of ending thereof shown on plan as Station 251+33.70, said point being identical with Station 251+83.69 of the hereinbefore mentioned 1935 City Layout main baseline.

The length of the State highway hereby laid out is about 3184 feet.

The stations hereinafter referred to are points on the main baseline of location hereinbefore described.

The easterly location line of the State highway as hereby laid out begins at a point on the easterly street line of the aforesaid 1935 City Layout on U. S. Route 5, said point bearing south $58^{\circ} 30' 20''$ east and being 25.00 feet distant from Station 219+50.20 and extends thence leaving said easterly street line south $20^{\circ} 54' 46''$ west 780.13 feet to a point bearing south $72^{\circ} 27' 56''$ east and 118.60 feet distant from Station 227+50.00; thence south $6^{\circ} 26' 37''$ west 765.76 feet in part crossing the existing right-of-way of the Holyoke and Westfield railroad Company to a point bearing south $83^{\circ} 33' 23''$ east and 150.00 feet distant from Station 235+40.74; thence by a curve to the right of 1950.00 feet radius 846.26 feet to a point bearing south $58^{\circ} 41' 28''$ east and 150.00 feet distant from Station 243+21.91; thence south $31^{\circ} 18' 32''$ west 378.09 feet to a point bearing south $58^{\circ} 41' 28''$ east and 150.00 feet distant from Station 247+00.00; thence south $46^{\circ} 46' 30''$ west 450.00 feet to the point of ending thereof again on the aforesaid easterly street line, said point bearing south $58^{\circ} 41' 28''$ east and being 30.00 feet distant from Station 251+33.70.

The westerly location line of the State highway as hereby laid out begins at a point on the westerly street line of the aforesaid 1935 City Layout on U. S. Route 5, said point bearing north $58^{\circ} 30' 20''$ west and being 25.00 feet distant from Station 219+50.20; and extends thence leaving said street line south $44^{\circ} 27' 58''$ west 111.37 feet to a point bearing north $73^{\circ} 53' 23''$ west and 51.86 feet distant from Station 220+44.97; thence north $73^{\circ} 53' 23''$ west 155.57 feet to a point bearing north $58^{\circ} 30' 20''$ west and 200.00 feet distant from Station 221+00; thence

south 26 22'32" west 474.32 feet to a point bearing north 66 05'58" west and 175.00 feet distant from Station 225+50.00; thence south 15 48'03" west 600.47 feet to a point again on said westerly street line, said point bearing north 83 33'23" west and 181.67 feet distant from Station 230+98.42; thence leaving said street line, and in part crossing said U. S. Route 5, south 83 33'23" east 56.67 feet to a point bearing north 83 33'23" west and 125.00 feet distant from said Station 230+98.42; thence south 6 26'37" west 405.68 feet to a point bearing north 67 13'09" west and 130.26 feet distant from Station 235+40.74; thence by a curve to the right of 2000.00 feet radius 370.65 feet to a point in the existing right-of-way of the Holyoke and Westfield Railroad Company, said point bearing north 72 07'15" west and being 126.02 feet distant from Station 239+00.00; thence south 72 07'15" east 20.00 feet to a point bearing north 72 07'15" west and 106.02 feet distant from said Station 239+00.00; thence south 23 25'29" west 187.85 feet to a point on the easterly side line of said Holyoke and Westfield Railroad Company right-of-way, said point bearing north 65 45'17" west and being 113.77 feet distant from Station 241+00.00; thence following said easterly side line south 27 29'27" west 1021.41 feet to the point of ending thereof said point bearing north 58 41'28" west and being 58.56 feet distant from station 251+33.70.

The northerly end of the State Highway as hereby laid out is defined by the line bearing north 58 30'20" west and 50.00 feet in length extending between the points of beginning of the easterly and westerly location lines hereinbefore described.

The southerly end of the State highway as hereby laid out is defined by the line bearing north 58 41'28" west and 88.56 feet in length extending between the points of ending of the easterly and westerly location lines hereinbefore described.

The location lines of the State highway hereby laid out are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof.

In connection with the laying out of the State highway hereinbefore described, it is necessary to lay out a section of highway on behalf of the City of Holyoke and said section of highway is hereby so laid out under the provisions of Chapter 448 of the Acts of 1948 and is described as follows:

The section of highway hereby laid out in behalf of the City of Holyoke establishes a location for a cul-de-sac on the southerly side of Anderson Hill Road and is bounded by the existing southerly street line of said Anderson Hill Road, the easterly location line of the State highway hereinbefore described and by the line described as follows:

Beginning at a point on said location line bearing south ^o 83° 33' 23" east and 150.00 feet distant from station 235+40.74 and extending thence leaving said location line south ^o 83° 33' 23" east 100.00 feet to a point bearing south ^o 83° 33' 23" east and 250.00 feet distant from said Station 235+40.74; thence north ^o 6° 26' 37" east 106.74 feet to the point of ending thereof on the aforesaid southerly street line of Anderson Hill Road, said point bearing south ^o 83° 33' 23" east and being 250.00 feet distant from Station 234+34.01.

The location line of the section of highway hereby laid out on behalf of the City of Holyoke is to be further defined by bounds set thereon, at an angle point, and at the points of beginning and ending thereof.

Easements are hereby taken in the parcels of land hereinafter described as Parcels D-6 to D-8 inclusive for the purpose of draining and maintaining said State Highway, and consists of the right to enter

upon said land at any time and to construct thereon and to maintain and use drainage structures and/or drainage ditches, together with the right to discharge surface water upon said land.

Parcel D-6

A parcel of land owned by David Kotkin, comprising a portion of the land registered in the Land Court at Boston (Land Court Case 33698) and recorded in the Registered Land Division of the Registry of Deeds for Hampden County at Springfield under certificate 14149 adjoining the easterly location line of the State highway hereinbefore described, bounded by said location line and by the line described as follows: beginning at a point on said easterly location line bearing south 67° 00' 32" east and 120.42 feet distant from Station 225+78.57; and extending thence leaving said location line south 10° 45' 36" west 225.56 feet to a point bearing south 83° 33' 23" east and 155.07 feet distant from Station 228+44.14; thence north 83° 33' 23" west 23.00 feet to the point of ending thereof, again on said easterly location line, said point bearing south 83° 33' 23" east and being 132.07 feet distant from station said/228+44.14; containing about 3985 square feet.

Parcel D-7

A parcel of land supposed to be owned by the Holyoke and Westfield Railroad Co. adjoining the westerly location line of the State highway hereinbefore described and the northwesterly side line of the right of way of said Company, bounded by said location line, by said side line and by the line connecting the following points: opposite about Station 237+91 and on said location line; opposite about Station 238+36 and about 14 feet from said location line; and opposite about Station 238+09, about 27 feet from said location line and on said side line; containing

about 1300 square feet.

Parcel D-8

A parcel of land supposed to be owned by the Sisters of Providence adjoining the easterly location line of the State Highway hereinbefore described, bounded by said location line and by the line described as follows: beginning at a point on said easterly location line bearing south ⁰65° 50' 07" east and 150.13 feet distant from Station 241+74.67, and extending thence, leaving said location line south ⁰65° 50' 07" east 50.00 feet to a point bearing south ⁰65° 50' 07" east and 200.13 feet distant from said station 241+74.67; thence south ⁰24° 09' 53" west 25.00 feet to a point bearing south ⁰65° 50' 07" east and 201.37 feet distant from Station 241+99.70; thence north ⁰65° 50' 07" west 51.15 feet to the point of ending thereof, again on said easterly location line, said point bearing south ⁰65° 50' 07" east and being 150.22 feet distant from said Station 241+99.70; containing about 1265 square feet.

The locations of the above described easements are more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining said State Highway the Department of Public Works, on behalf of the Commonwealth of Massachusetts does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, all of the land outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Holyoke, County of Hampden, all of said land being taken in fee simple (except Parcel E-1 in which an easement for highway purposes is hereby

taken), the supposed owners of Parcels 1 to 7 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken all easements for wires, pipes, conduits, poles, and other appurtenances for the conveyance of water, sewage, gas, oil, and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

For the purpose of laying out, constructing and maintaining the section of City Highway hereinbefore described, the Department of Public Works, on behalf of the City of Holyoke, does hereby take, in fee simple under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, Parcel 1-C shown on the plan hereinafter referred to, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Holyoke, County of Hampden, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

The State highway hereby laid out, the Section of City Highway hereby laid out, and the aforesaid takings are shown on a plan signed by Charles E. Whitcomb, acting Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City
Cont'd. on page 7A

of Holyoke Hampden County Laid out as a State Highway by the Department of Public Works July 1, 1970 Scale: 40 feet to the inch," an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County at Springfield.

Certain parcels of land included in this taking are registered land and are shown on the plan hereinbefore referred to as Parcels 1, 3, 4, 7, 1-C, and D-6; said land being registered in the Land Court at Boston and recorded in the Registered Land Division of the Registry of Deeds for Hampden County, at Springfield, as follows:

<u>Parcel No.</u>	<u>Owner</u>	<u>Land Court Case</u>	<u>Certificate</u>
1	David Kotkin	33698	14149
3	Simon Konover and Joseph P. Mott	33698	14504
4	Al Marcotte Ford, Inc.	32982	11868
7	Laur-Jed, Inc.	33698	14501

cont'd. on page 8

<u>Parcel No.</u>	<u>Owner</u>	<u>Land Court Case</u>	<u>Certificate</u>
1-C	Al Marcotte Ford, Inc.	32982	11868
D-6	David Kotkin	33698	14149

For damages sustained by the following persons in their property by reason of the aforesaid takings and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made.

The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
1	David Kotkin	5.67 Acres
2	W. T. Grant Company	1307 Square Feet
3	Simon Konover and Joseph P. Mott	1.79 Acres
4	Al Marcotte Ford, Inc.	2.20 Acres
5	The Sisters of Providence	1.30 Acres
6	The Sisters of Providence	2.14 Acres
7	Laur-Jed Inc.	0.74 Acres
E-1	Holyoke and Westfield Railroad Co.	1.00 Acres
1-C	Al Marcotte Ford, Inc.	0.18 Acres
D-6	David Kotkin	3985 Square Feet
D-7	Holyoke and Westfield Railroad Co.	1300 Square Feet
D-8	The Sisters of Providence	1265 Square Feet

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted: That said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners

of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted: That the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Public Works cont'd. on page 10

Commission attesting that the Department of Public Works has laid out
said section of City Way in accordance withsaid plan.

Dated at Boston this first day of July, 1970.

A.G.S.

Peter Donadio
Robert S. Foster
Charles A. Bishop

MEMBERS OF THE
PUBLIC WORKS
COMMISSION

1970

Holyoke



STATE HIGHWAY LAYOUT #5874
I-91, land on west line between stations 124 - 165,
not required by state.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 121 PAGES 42.

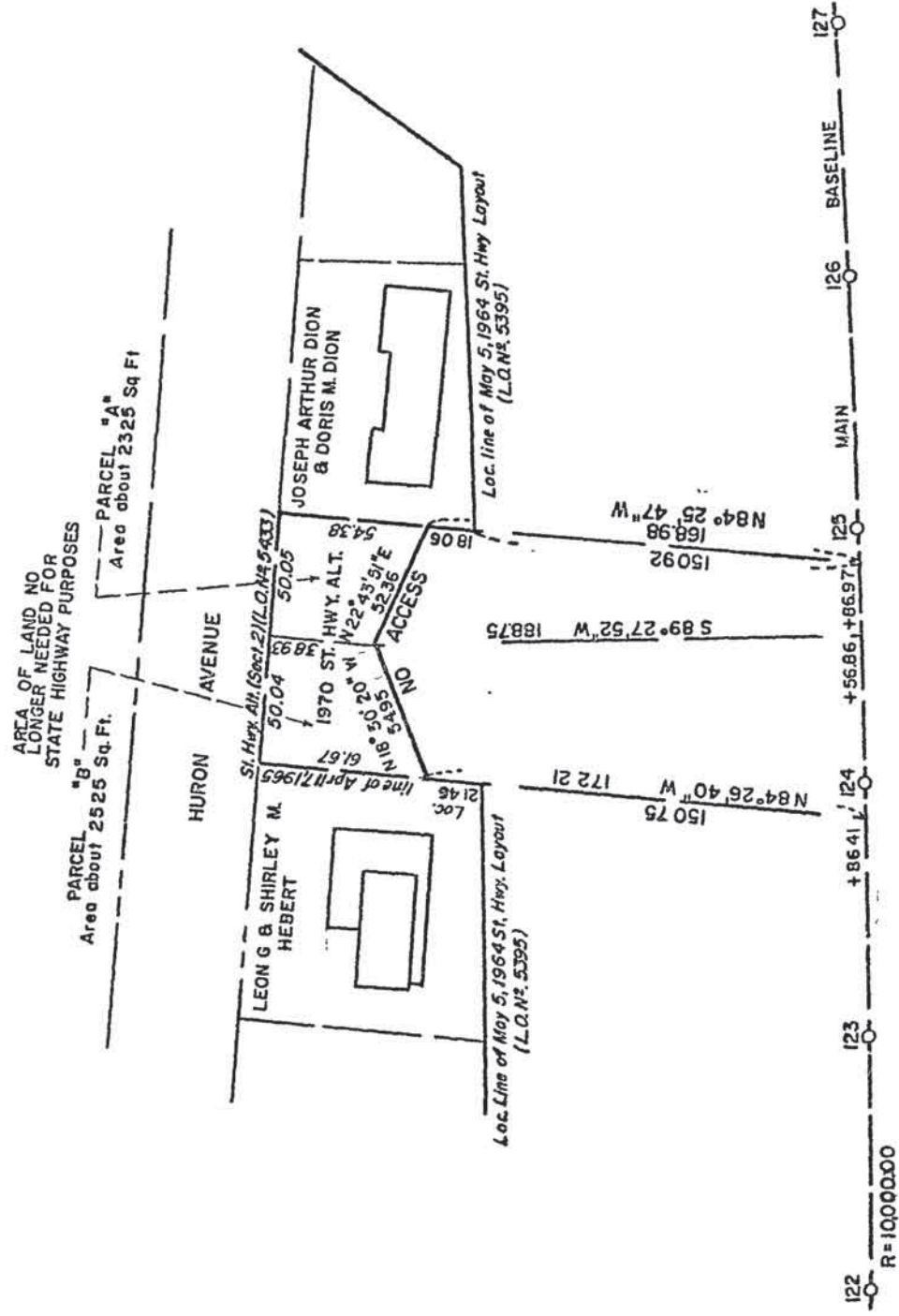
INDEXING

STATE HIGHWAY LAYOUT #5874

Image Info SH59024 Holyoke

Image Info SH59024 I-91

HOLYOKE - 1970 ALTERATION - ONE SHEET
INTERSTATE ROUTE 91 - FED AID PROJ. NO. 1-91-132 (12)
LAYOUT NO. 5874



NOTE: The alteration consists of revising the westerly location line of the State Highway to conform to the easterly boundary of land no longer needed for state highway purposes.

A TRUE COPY-ATTEST
Edward F Doyle
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on March 11, 1970 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943

Charles F. Rustad
Robert S. Foster
John C. Enander
Department of Public Works

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

-----ooOoo-----

Layout No. 5874

Whereas, the Department of Public Works acting on behalf of the Commonwealth of Massachusetts, did, under date of May 5, 1964 (L.O.#5395) lay out and take charge of as a limited access State highway a road in the City of Holyoke county of Hampden being known as Interstate Route 91, and said Department of Public Works did under date of April 7, 1965 (L.O. #5433) alter the location of said State highway, with limited access provisions as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the City Clerk of said City of Holyoke; and

Whereas, it now appears advisable to make certain changes in the westerly location line of Section 2 of said 1965 State highway alteration;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, as hereinafter described, with limited access provisions.

The alteration consists of revising a portion of the westerly location line of Section 2 of said 1965 State highway alteration to conform to certain boundaries of land no longer needed for State highway purposes.

The baseline used for the alteration is a portion of the main baseline of location of the aforesaid 1964 State highway layout and the stations hereinafter referred to are points thereon.

The westerly location line of the State highway as hereby altered and laid out begins at a point on the westerly location line of Section 2 of the aforesaid 1965 State highway alteration, said point bearing North $84^{\circ}26'40''$ West and being 172.21 feet distant from station 123+86.41 and extends thence, leaving said location line North $18^{\circ}50'20''$ West 54.95 feet to a point bearing South $89^{\circ}27'52''$ West and 188.75 feet distant from station 124+56.86; thence North $22^{\circ}43'51''$ East 52.36 feet to the point of ending thereof again on said westerly location line, said point bearing North $84^{\circ}25'47''$ West and being 168.98 feet distant from station 124+86.97.

The location line of the State highway altered and laid out as hereinbefore described is to be further defined by bounds set thereon at an angle point and at the points of beginning and ending thereof.

The right of access to and egress from the State highway location is limited and neither access thereto nor egress therefrom is allowed across the location line thereof, altered and laid out as hereinbefore described for its entire length.

Restrictions of access-egress imposed under the aforesaid 1965 State highway alteration are hereby voided insofar as applicable to the westerly location line of Section 2 thereof between points thereon marking the points of beginning and ending of the alteration hereinbefore described.

The State highway hereby altered and laid out is shown on a plan signed by Daniel S. Morgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke

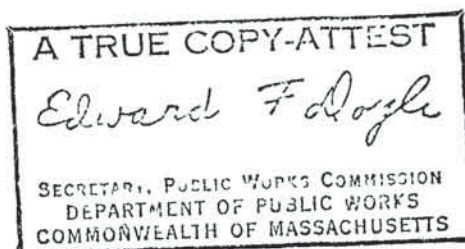
Hampden County Altered and laid out as a State Highway by the Department of Public Works March 11, 1970 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout in the Registry of Deeds for Hampden County, at Springfield.

It is therefore

Voted: That said way as altered, as described herein, and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out and taken charge of said way, as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this eleventh day of March, 1970.

	_____	Members
	_____	of the
A.G.S.	/s/ <u>Charles A. Bisbee, Jr.</u>	Public Works
	/s/ <u>Robert S. Foster</u>	Commission
	/s/ <u>Peter E. Donadio</u>	





Holyoke
L.O. No. 5874

The Commonwealth of Massachusetts

7374797 *Department of Public Works*

100 Nashua Street, Boston 14

March 23, 1970

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of March 11, 1970, alter the location of a section of State highway laid out in the City of Holyoke in the year 1965.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge with limited access provisions of said State highway as altered/in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle Ed.
EDWARD F. DOYLE

Secretary.

~~REGISTERED MAIL~~

1973

Holyoke



STATE HIGHWAY LAYOUT #5945
I-91, land on east line of I-91 & north line of Whitney Ave.,
not required by state.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 149 PAGES 12-14.

INDEXING

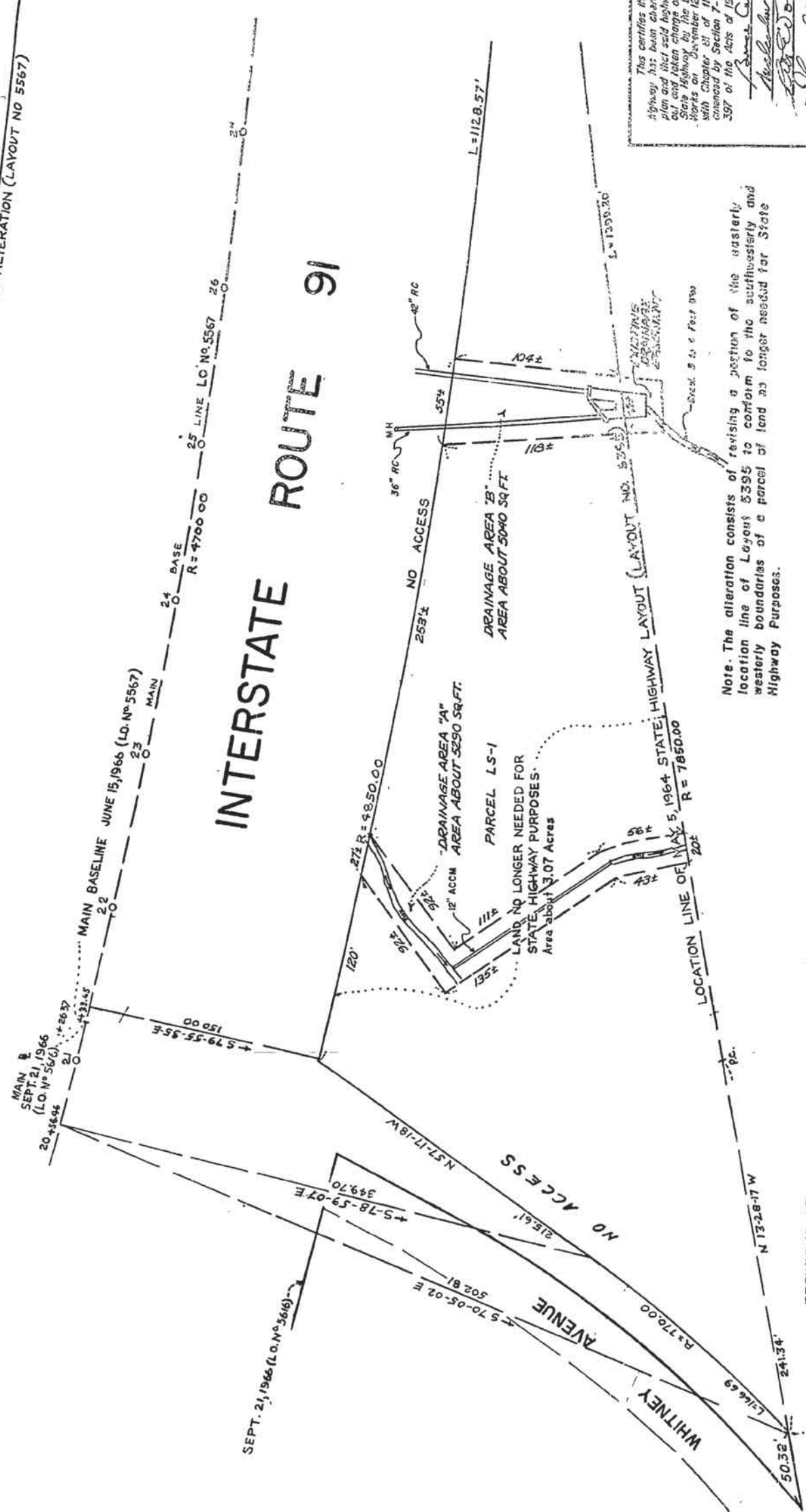
STATE HIGHWAY LAYOUT #5945

Image Info SH59025 Holyoke

Image Info SH59025 I-91

Image Info SH59025 Whitney Avenue

INTERSTATE ROUTE 91



Note. The alteration consists of revising a portion of the westerly location line of Layou's 5395 to conform to the southeasterly and westerly boundaries of a parcel of land no longer needed for State Highway Purposes.

-BEGINNING OF 1973 STATE HIGHWAY ALTERATION

A TRUE COPY — ATTEST

Spencer L. Young

ACTING SECRETARY, PUBLIC WORKS COMM.,
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS



Cosmo J. Fedele

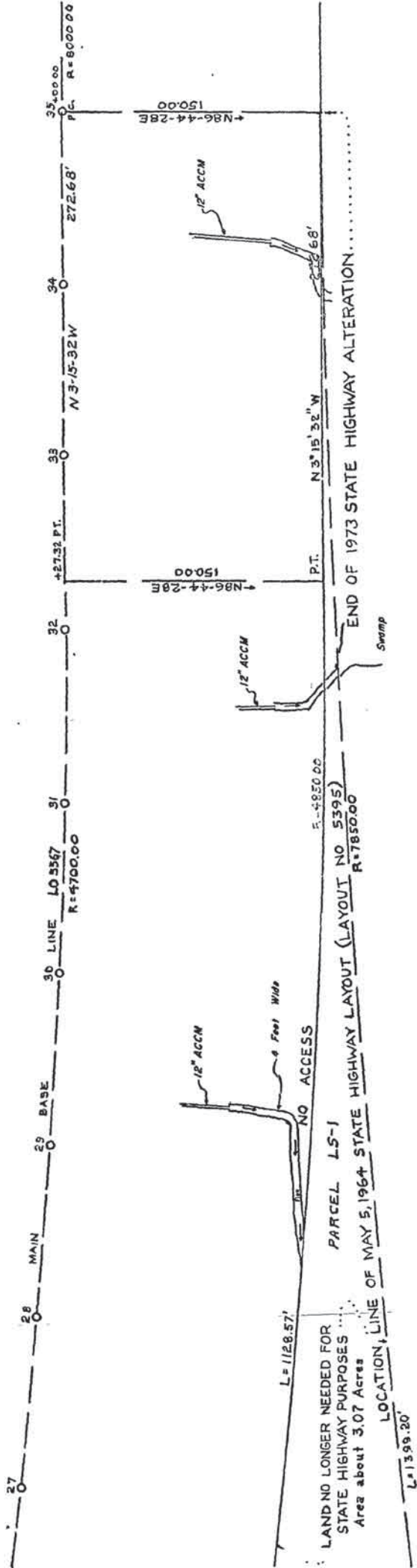
This certificate that, no location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on December 12, 1973, in accordance with Chapter 81A of the General Laws as amended by Section 7-C inserted by Chapter 387 of the Acts of 1942.

/ Bruce Campbell
Michael B. Hoag
Edith Edwards
Shirley Brown
John C. Hofford
Commissioner of Public Works



LOCATION LINE OF JUNE 15, 1966 STATE HIGHWAY ALTERATION (LAYOUT NO. 5567)

INTERSTATE ROUTE 91





Holyoke
L.O. No. 5945

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

The Commonwealth of Massachusetts

Department of Public Works

REC'D COUNTY COM'RS.
100 Nashua Street, Boston 14
DEC 27 2 45 PM '73

COUNTY
OF
HAMPDEN

December 19, 1973

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of December 12, 1973, alter the location of a section of State highway laid out in the City of Holyoke in the year 1964.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as ^{with limited access provisions} altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Lolita C. Harris
Edp.

LOLITA C. HARRIS

Acting

Secretary.

~~Registered/May 71~~

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oooOooo---

Holyoke
Layout No. 5945

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, on May 5, 1964 (L.O. 5395) lay out and take charge of as a limited access State highway, a road in the City of Holyoke, Hampden County, being known as Interstate^{Route}/91, as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which have been filed in the office of the County Commissioners of said County of Hampden at Springfield, and in the office of the City Clerk of said City of Holyoke; and

Whereas, it now appears advisable to make certain changes in the easterly location line of said State highway;

Now, therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the tercentenary Edition thereof; and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, with limited access provisions, as hereinafter described.

The alteration consists of revising a portion of the easterly location line of said State highway to conform to the southwesterly and westerly boundaries of a parcel of land no longer needed for State highway purposes. Said parcel of land contains about 3.07 acres and is shown on the plan hereinafter referred to as Parcel LS-1.

The easterly location line of said State highway as hereby altered and laid out begins at a point on said easterly location line bearing south 70°05'02" east and 502.81 feet distant from station 20+56.46 of the main base line of location of the September 21, 1966 State highway layout (L.O. 5616) and extends thence, leaving said location line,

northwesterly by a curve to the left of 770.00 feet radius 166.69 feet to a point bearing south $78^{\circ}59'07''$ east and 349.70 feet distant from said station 20+56.46; thence north $57^{\circ}17'18''$ west 215.61 feet to a point bearing south $79^{\circ}55'35''$ east and 150.00 feet distant from station 21+33.65 of the main baseline of location of the June 15, 1966 State highway alteration (L.O. 5567); thence parallel to said June 15, 1966 baseline and 150.00 feet distant therefrom to the point of ending thereof, again on the aforesaid easterly location line, said point bearing north $86^{\circ}44'28''$ east and being 150.00 feet distant from station 35 of said June 15, 1966 baseline.

The location line of the State highway hereby altered and laid out is to be further defined by bounds set thereon at an angle point, points of curvature and at the points of beginning and ending thereof.

The right of access to and egress from the State highway location is limited, and neither access thereto nor egress therefrom is allowed across the location line thereof altered and laid out as hereinbefore described for its entire length.

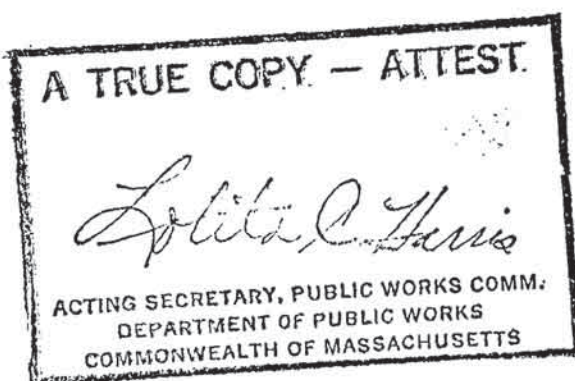
The restriction of access-egress imposed under the aforesaid May 5, 1964 State highway layout is hereby voided insofar as applicable to that portion of the easterly location line thereof extending between the points of beginning and ending of the location line altered and laid out as hereinbefore described.

The State highway hereby altered and laid out is shown on a plan signed by the Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke Hampden County Altered and laid out as a State highway by the Department of Public Works December 12, 1973 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout in the Registry of Deeds for Hampden County, at Springfield.

It is therefore

Voted: that said way, as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located certified copies of said plan and of a certificate, signed by at least a majority of the members of the Public Works Commission attesting that the Department of Public Works has laid out and taken charge of said way, as altered, in accordance with said plan, together with a copy of the adjudication and vote.

Dated at Boston this twelfth day of December 1973.



/s/ Bruce Campbell

/s/ Malcolm E. Graf

Members of the

/s/ Peter E. Donadio

Public Works

/s/ Thomas E. Barlow

Commission

/s/ John G. Wofford

/s/ Alban G. Sheehan Acting Layout Engineer

1975

Holyoke



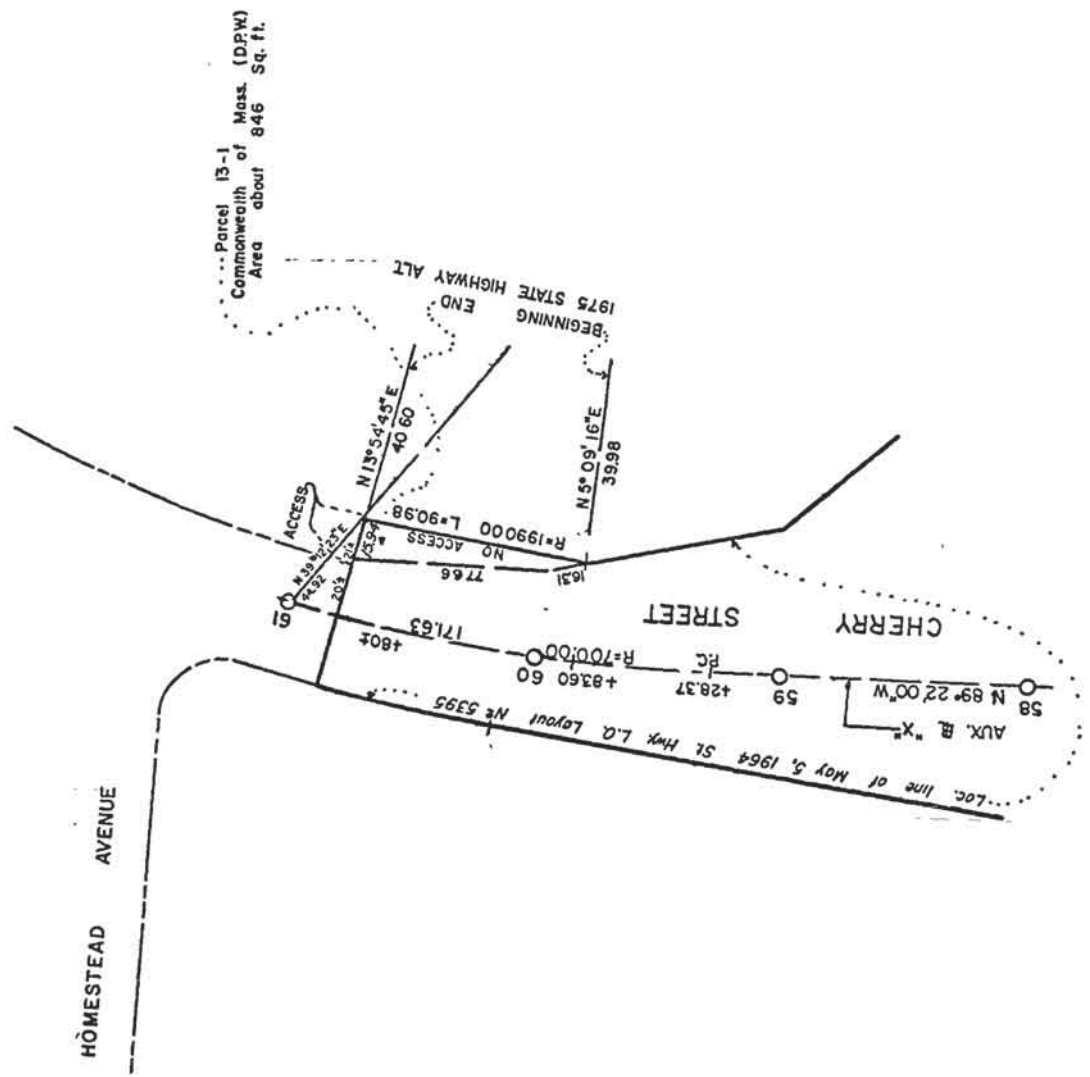
STATE HIGHWAY LAYOUT #6169
I-91, widening on west side of Cherry St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 160 PAGES 72.

INDEXING

STATE HIGHWAY LAYOUT #6169

- Image Info SH59026 Holyoke
- Image Info SH59026 Cherry Street
- Image Info SH59026 I-91



A TRUE COPY — ATTEST
Lois P. Davis
SECRETARY, PUBLIC WORKS COMM.
DEPARTMENT OF PUBLIC WORKS
Commonwealth of Massachusetts

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on September 10, 1975 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943
John J. Quinn
Robert J. Quinn
Malcolm E. Had
Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
HOLYOKE
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
September 10, 1975
Scale 80 feet to the inch
Robert E. Quinn
Chief Engineer
Layout No 6169



Holyoke
L.O. No. 6169

The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

September 16, 1975

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of September 10, 1975, alter the location of a section of State highway laid out in the City of Holyoke, in the year 1964.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway ^{with limited access provisions} as altered/in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Lolita C. Harris
LOLITA C. HARRIS *Edl.*

~~Registered Mail~~

Secretary.

Public Works Commission

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---00000000---

Holyoke
Layout No. 6169

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of May 5, 1964 (L.O. 5395) lay out and take charge of as a limited access State highway, a road in the City of Holyoke, County of Hampden, being known as Interstate Route 91 as shown on the plan of said State highway on file in the office of the Department of Public Works, copies of which have been filed in the office of the County Commissioners of said County and in the office of the City Clerk of said City; and

Whereas, it now appears advisable to alter the westerly location line of said State highway location,

Now therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway and should lay out and take charge of said State highway as altered, with limited access provisions, as hereinafter described.

The alteration consists of widening said State highway location on the westerly side thereof at Cherry Street.

The stations hereinafter referred to are points on Auxiliary baseline "X" of the aforesaid Layout 5395.

The westerly location line of the State highway as hereby altered and laid out begins at a point on the westerly location line of the aforesaid 1964 State highway layout, said point bearing North 5°09'16" East and 39.98 feet distant from Station 59+83.60 and extends thence, leaving said location line westerly by a curve to the right of 1990.00 feet radius 90.98 feet to a point bearing North 39°12'23" East and 44.92 feet distant from Station 61; thence, South 13°54'45" West, in part following the aforesaid westerly location line, as

hereby reestablished, about 21 feet to a point thereon at the end of the alteration bearing North $13^{\circ}54'45''$ East and being about 20 feet distant from about Station 60+80.

The location line of the State highway altered and laid out as hereinbefore described is to be further defined by bounds set thereon at an angle point and at the point of beginning thereof, where feasible.

The right of access to and egress from the State highway location is limited, and free access to and egress therefrom is allowed across the westerly location line thereof altered and laid out as hereinbefore described between a point thereon bearing North $39^{\circ}12'23''$ East and 44.92 feet distant from Station 61, and the point of ending thereof.

The above described access-egress item is shown on the plan hereinafter referred to.

The restrictions of access-egress imposed under the aforesaid 1964 State highway layout are hereby voided insofar as applicable to that portion of the westerly location line thereof nullified due to the alteration hereinbefore described.

The State highway hereby altered and laid out is shown on a plan signed by the Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled:

THE COMMONWEALTH OF MASSACHUSETTS

PLAN OF ROAD IN THE CITY OF

HOLYOKE

HAMPDEN COUNTY

Altered and laid out as a State Highway by the

DEPARTMENT OF PUBLIC WORKS

September 10, 1975

Scale: 40 feet to the inch",

an attested copy of which is to be recorded with this order of layout in the Registry of Deeds for Hampden County at Springfield.

It is therefore

Voted: That said way as altered, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth, that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, a certified copy of said plan and of a certificate signed by at least a majority of the members of the Public Works Commission attesting that the Department of Public Works has laid out and taken charge of said way as altered in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this tenth day of September, 1975

/s/ John J. Carroll Members

/s/ Thomas E. Barlow of the

/s/ Malcolm E. Graf Public Works

Commission

A TRUE COPY — ATTEST

Lois E. Harris

SECRETARY, PUBLIC WORKS COMM.
DEPARTMENT OF PUBLIC WORKS
Commonwealth of Massachusetts

/s/ Theodore C. Palizzolo, Jr. **Layout Engineer**

1975

Holyoke



STATE HIGHWAY LAYOUT #6067
Transfer of layout #5859 to City control.

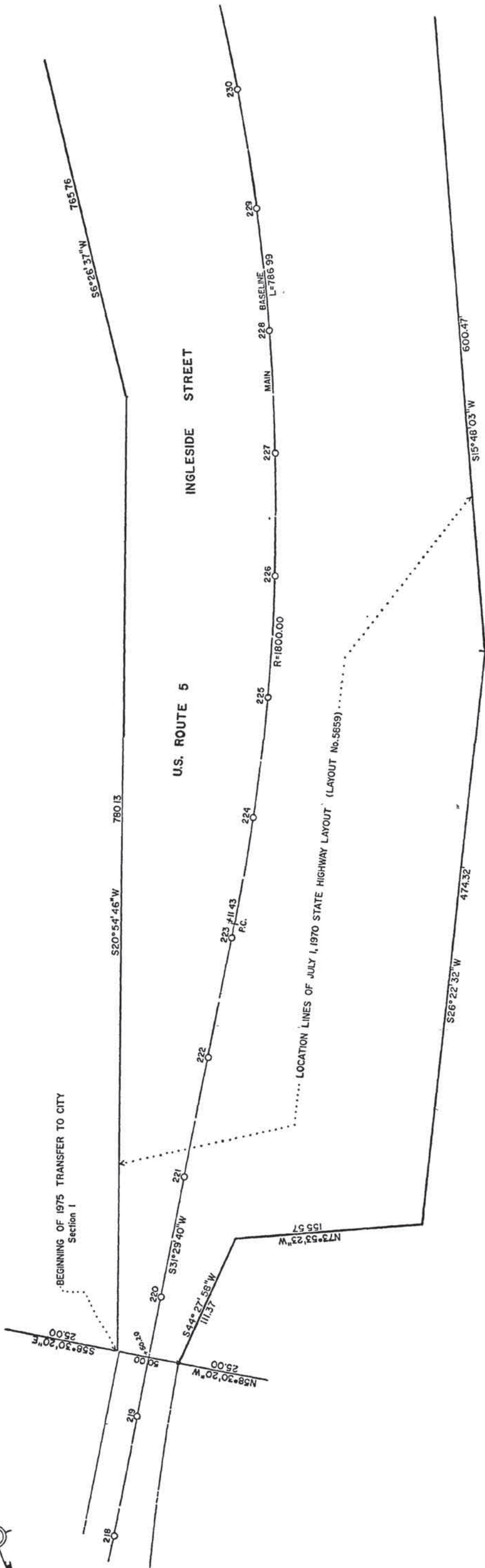
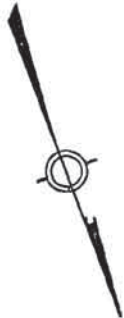
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 162 PAGES 12-14.

INDEXING

STATE HIGHWAY LAYOUT #6067

- Image Info SH59027 Holyoke
- Image Info SH59027 Ingleside Street
- Image Info SH59027 Route 5

HOLYOKE - 1975 TRANSFER - THREE SHEETS
LAYOUT No 6067



A TRUE COPY
Robert J. Shahan
SECRETARY, PUBLIC WORKS COMM.
DEPARTMENT OF PUBLIC WORKS
Commonwealth of Massachusetts



Robert J. Shahan

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of

HOLYOKE

HAMPDEN COUNTY

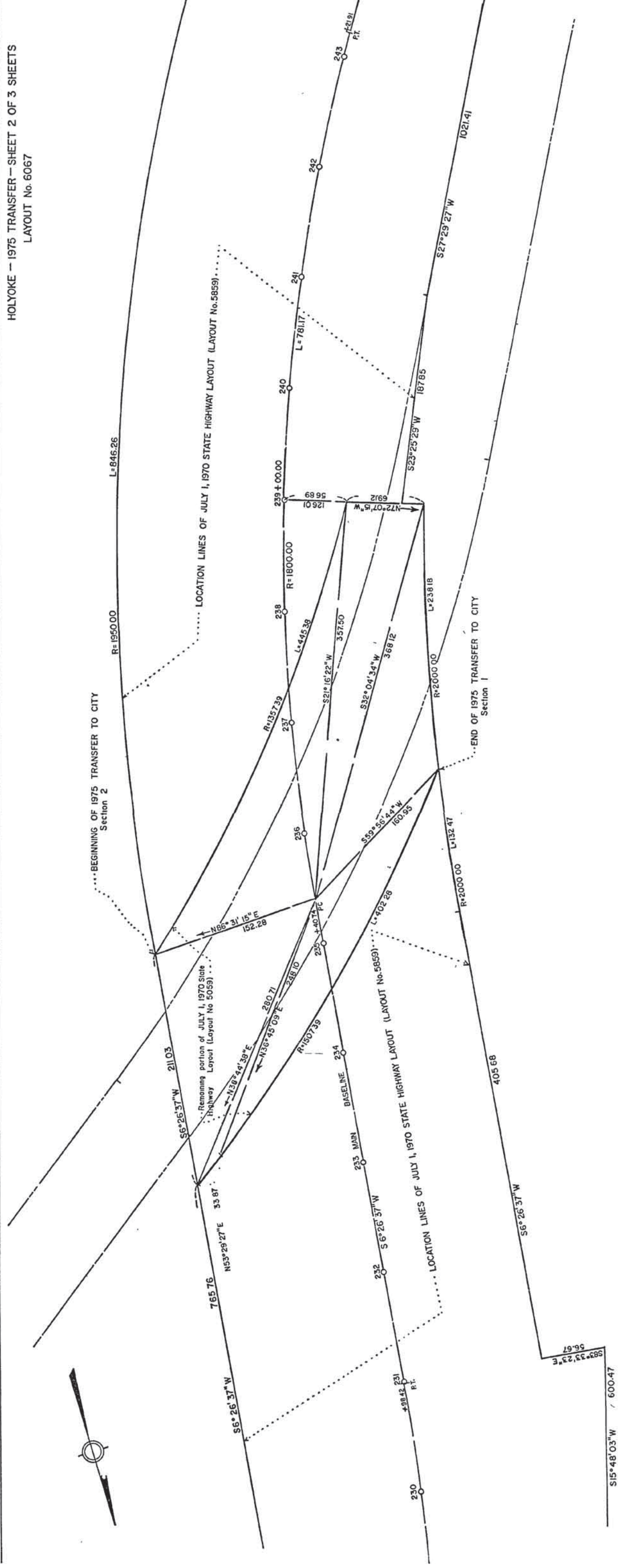
Transferred to the City of Holyoke by the
Department of Public Works

NOVEMBER 26 1975

Scale 80 feet to the inch

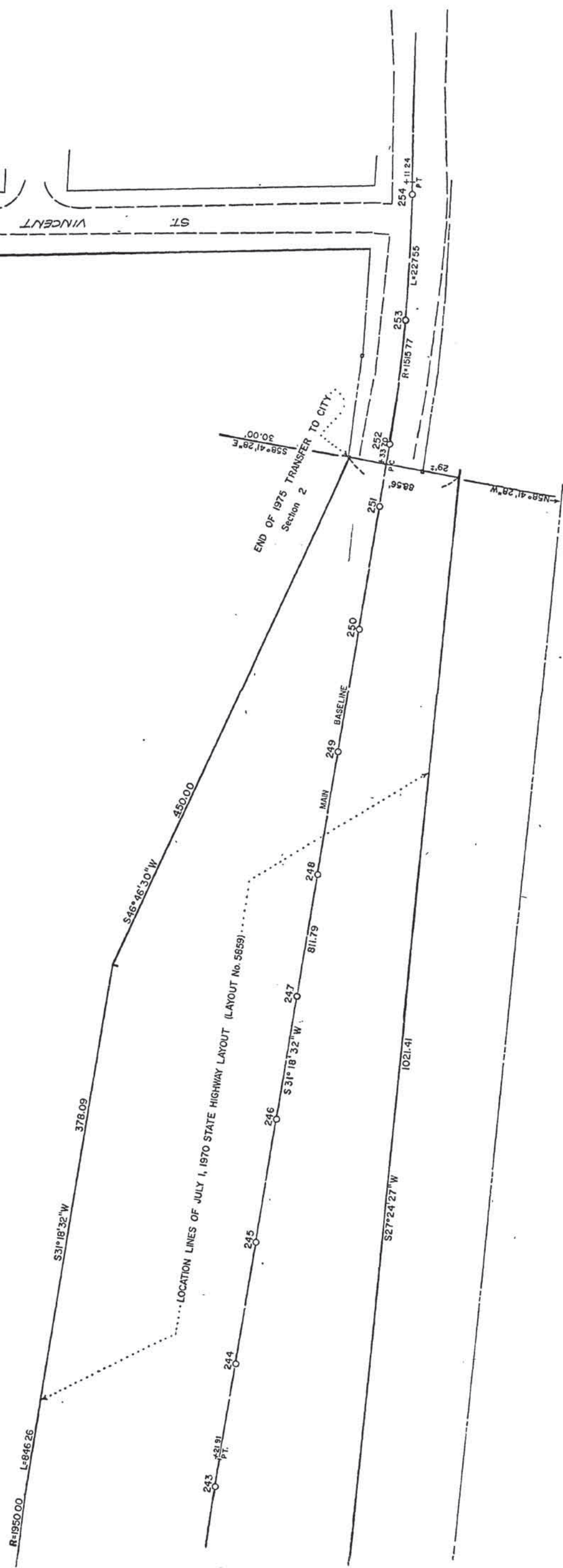
Robert J. Shahan
Chief Engineer

LAYOUT No 6067





VINCENT STREET





Holyoke
L.O. No. 6067

The Commonwealth of Massachusetts

Executive Office of Transportation and Construction

Department of Public Works

100 Nashua Street, Boston 02114

December 9, 1975

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated November 26, 1975, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has transferred to the control of the City of Holyoke the State highway, exclusive of an area encompassing the bridge over the railroad, laid out in the City of Holyoke under Layout 5859, dated July 1, 1970, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to said transfer of control is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

Lolita C. Harris Edl.
LOLITA C. HARRIS
Secretary
Public Works Commission

LCH:edl
enc.

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

Holyoke

Layout No. 6067

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts and under the provisions of Chapter 81 of the General Laws of said Commonwealth, did, under date of July 1, 1970, lay out and take charge of as a State highway a road in the city of Holyoke, county of Hampden, known as U. S. Route 5, as described in Layout No. 5359 and as described and shown on a plan signed by said Department of Public Works and on file in its office, copies of which plan have been filed in the office of the County Commissioners of the county of Hampden, at Springfield, in the office of the City Clerk of said city of Holyoke, and in the Registry of Deeds for Hampden County, at Springfield; and

Whereas, in the opinion of the Department of Public Works, the State highway location described and shown on the plan as aforesaid, exclusive of the bridge over the railroad, is no longer needed for state highway purposes;

Now, Therefore, we, the undersigned, Members of the Public Works Commission, acting under the provisions of Chapter 679 of the Acts of 1965 and all other acts and parts of acts hereto enabling, do hereby transfer to the City of Holyoke the control of the aforesaid State highway location, exclusive of an area encompassing the bridge over the railroad, as shown on a plan signed by the Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled, "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke Hampden County Transferred to the City of Holyoke by the Department of Public Works November 26, 1975 Scale: 40 feet to the inch", said plan showing location line and base line

data as filed and recorded under the aforesaid July 1, 1970 State highway layout. Copies of said plan, together with copies of this order of transfer, are to be recorded in both Divisions of the Registry of Deeds for Hampden County, at Springfield.

The total length of State highway hereby transferred is about 2911 feet and is made in two sections described as follows:

SECTION 1

This section extends between the beginning of the layout, shown on the plan hereinbefore referred to, and, a line beginning at a point on the easterly location line of said State highway bearing north $38^{\circ}44'38''$ east and 280.71 feet distant from station 235+40.74 of the main base/line of location of said layout and extending thence south $53^{\circ}29'27''$ west 33.87 feet to a point bearing north $36^{\circ}45'09''$ east and 248.10 feet distant from said station 235+40.74; thence by a curve to the left of 1507.39 feet radius 402.28 feet to a point on the westerly location line of said State highway bearing south $59^{\circ}56'44''$ west and 160.95 feet distant from said station 235+40.74.

SECTION 2

This section extends between a line beginning at a point on the easterly location line of said State highway bearing north $86^{\circ}31'15''$ east and 152.28 feet distant from station 235+40.74 of the main base line of location of said layout and extending thence southwesterly by a curve to the left of 1357.39 feet radius 445.38 feet to a point bearing north $72^{\circ}07'15''$ west and 56.89 feet distant from station 239+00.00 of said main base line; thence, in part following the westerly location line of said

State highway north $72^{\circ}07'15''$ west 69.12 feet to a point thereon bearing north $72^{\circ}07'15''$ west and 126.01 feet distant from said station 239.00.00; and, the end of the layout, shown on the plan hereinbefore referred to.

It is therefore

Voted, That said way, as described herein and as described and shown on the plan herein referred to, be and the same is hereby transferred to the control of the City of Holyoke; that the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has transferred control of said way in accordance with said plan, together with a copy of this adjudication and vote.

In Witness Whereof we have set our hands this twenty-sixth day of November, 1975.

Ed Marshall Members
James J. Glick of the
Ed C. Brown Public
Malcolm E. Heg Works
____ Commission

Theodore Polyzogis
Layout Engineer

1976

Holyoke



STATE HIGHWAY LAYOUT #6260
Route 5, widening near Mountain Park.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 168 PAGES 44-46.

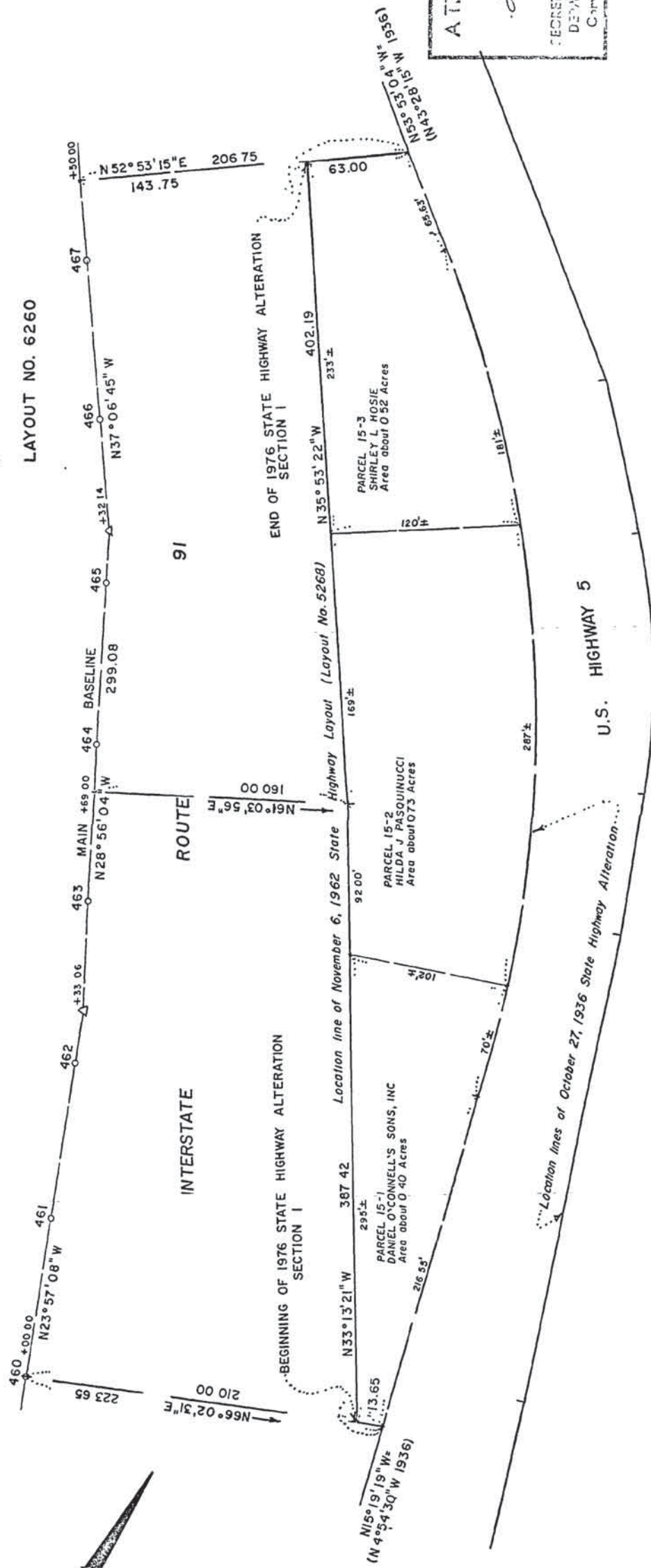
INDEXING

STATE HIGHWAY LAYOUT #6260

- Image Info SH59028 Holyoke
- Image Info SH59028 Mountain Park
- Image Info SH59028 Route 5

HOLYOKE - 1976 ALTERATION - SHEET ONE OF TWO SHEETS

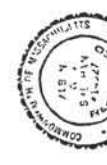
LAYOUT NO. 6260



A TRUE COPY — ATTEST
Loretta P. Thoma
SECRETARY, PUBLIC WORKS COMM.
DEPARTMENT OF PUBLIC WORKS
Commonwealth of Massachusetts

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a State Highway by the Department of Public Works on December 29, 1976 in accordance with Chapter 81 of the General Laws

I certify that this plan has been prepared in conformity with the rules and regulations of the Registers of Deeds of the Commonwealth of Massachusetts.

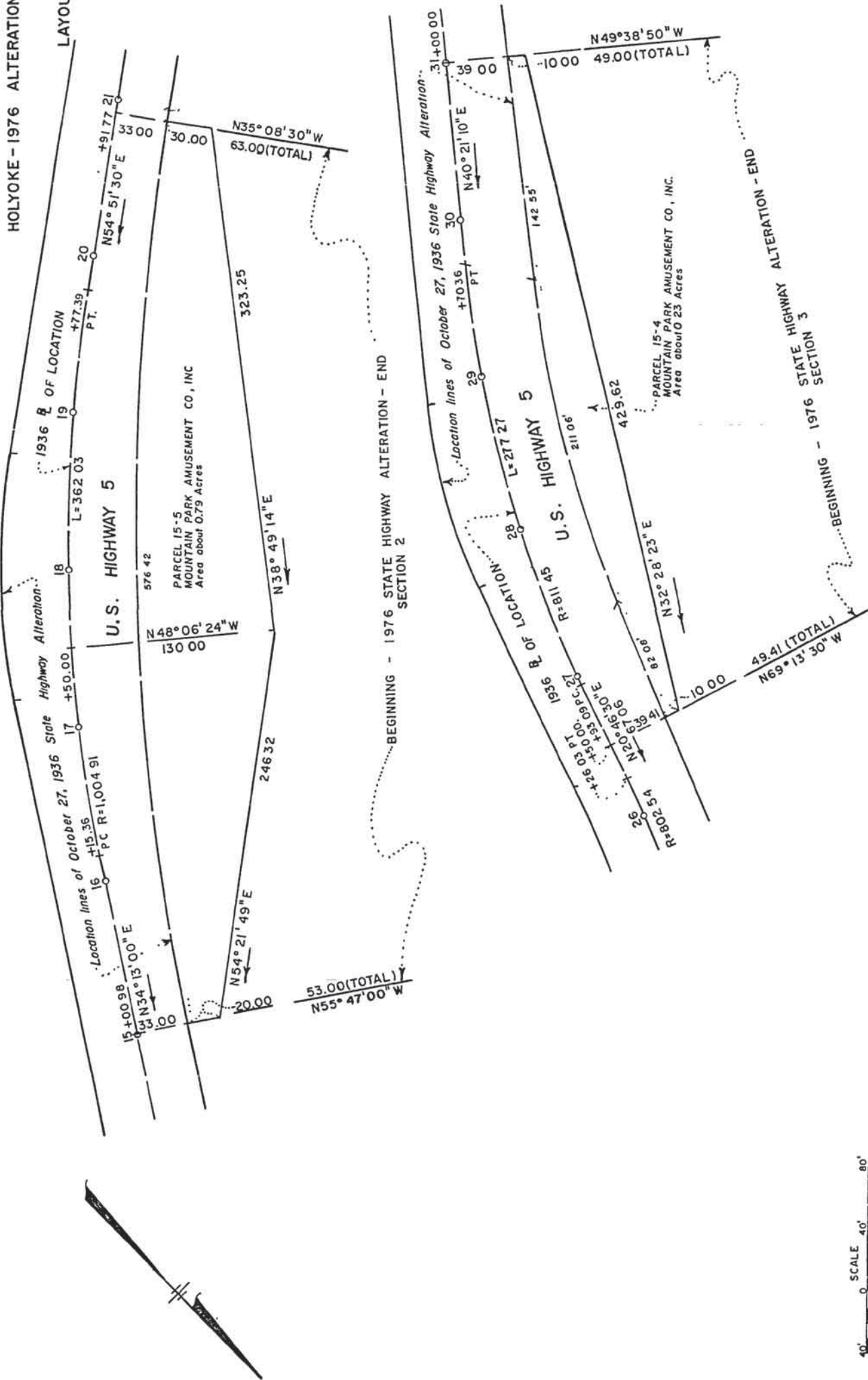


DATE *Dec. 27, 1976* SIGNATURE *William J. Sullivan*

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
HOLYOKE
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
DECEMBER 29, 1976
Scale, 80 feet to the inch
Robert J. T. Leary
Chief Engineer Layout No 6260

HOLYOKE - 1976 ALTERATION - SHEET 2 OF 2 SHEETS

LAYOUT NO. 6260





The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

L.O. NO. 6260 &
Order of Taking
HOLYOKE

January 5, 1977

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

HAMPDEN
COUNTY
OF MASSACHUSETTS

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of December 29, 1976, alter the location of a section of State highway laid out in the City of Holyoke, in the year 1936.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Lolita C. Harris

LOLITA C. HARRIS

~~Registered Mail~~

Secretary.
Public Works Commission

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

—oooOooo—

Holyoke
Layout No. 6260
and Order of Taking

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of October 27, 1936, alter, lay out and take charge of as State highway, a road previously laid out in the City of Holyoke, County of Hampden, being known as Northampton Road (U.S. Highway 5) as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which have been filed in the office of the County Commissioners of said County; and in the office of the City Clerk of said City; and

Whereas, it now appears advisable to make further changes in the location lines of said State highway;

Now, Therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway and should lay out and take charge of said State highway as altered as hereinafter described.

The alteration is made in three sections and consists of widening portions of said State highway location on the westerly side thereof and is more fully described as follows:

The base lines used for the State highway hereby altered and laid out are portions of the Main base line of location of the November 6, 1962 State highway layout (L.O. No. 5268) and portions of the base line of location of the aforesaid October 27, 1936 State highway alteration.

SECTION 1

The westerly location line of the first section of State highway as hereby

altered and laid out begins at a point on the westerly location line of the aforesaid 1936 Alteration, said point also being on the easterly location line of the aforesaid November 6, 1962 State highway layout, said point bearing north $66^{\circ}02'31''$ east and being 223.65 feet distant from station 460+00.00 of the main base line hereinbefore referred to, and extends thence leaving said westerly location line and following said easterly location line south $66^{\circ}02'31''$ west 13.65 feet to a point bearing north $66^{\circ}02'31''$ east and 210.00 feet distant from said station 460+00.00; thence north $33^{\circ}13'21''$ west 387.42 feet to a point bearing north $61^{\circ}03'56''$ east and 160.00 feet distant from station 463+69.00 of said main base line; thence north $35^{\circ}53'22''$ west 402.19 feet to a point bearing north $52^{\circ}53'15''$ east and 143.75 feet distant from station 467+50.00 of said main base line; thence north $52^{\circ}53'15''$ east 63.00 feet to the point of ending thereof again on said westerly location line, said point bearing north $52^{\circ}53'15''$ east and being 206.75 feet distant from said station 467+50.00.

SECTION 2

The westerly location line of the second section of State highway as hereby altered and laid out begins at a point on the westerly location line of the aforesaid October 27, 1936 State highway alteration, said point bearing north $55^{\circ}47'00''$ west and being 33.00 feet distant from station 15+00.98 of the base line of location of said 1936 State highway alteration and extends thence, leaving said 1936 location line north $55^{\circ}47'00''$ west 20.00 feet to a point bearing north $55^{\circ}47'00''$ west and 53.00 feet distant from said station 15+00.98; thence south $54^{\circ}21'49''$ west 246.32 feet to a point bearing north $48^{\circ}06'24''$ west and 130.00 feet distant from station 17+50.00 of said base line; thence south $38^{\circ}49'14''$ west 323.25 feet to a point bearing north $35^{\circ}08'30''$ west and 63.00 feet distant from station 20+91.77 of said base line; thence south

35°08'30" east 30.00 to the point of ending thereof, again on the aforesaid 1936 westerly location line, said point bearing north 35°08'30" west and being 33.00 feet distant from said station 20+91.77.

SECTION 3

The westerly location line of the third section of State highway as hereby altered and laid out begins at a point on the westerly location line of the aforesaid October 27, 1936 State highway alteration, said point bearing north 69°13'30" west and being 39.41 feet distant from station 26+50.00 of the base line of location of said 1936 State highway alteration and extends thence leaving said 1936 westerly location line north 69°13'30" west 10.00 feet to a point bearing north 69°13'30" west and 49.41 feet distant from said station 26+50.00; thence south 32°28'23" west 429.62 feet to a point bearing north 49°38'50" west and 49.00 feet distant from station 31+00.00 of said base line of location; thence south 49°38'50" east 10.00 feet to the point of ending thereof again on the aforesaid 1936 westerly location line, said point bearing north 49°38'50" west and being 39.00 feet distant from said station 31+00.00.

The location lines of the sections of State highway as hereby altered and laid out are to be further defined by bounds set thereon at angle points and at the points of beginning and ending of each section, where feasible.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of all other general or special laws thereto enabling, all of the land outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables, and other

appurtenances for the conveyance of electricity and telephone communication) situated in the City of Holyoke, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 15-1 to 15-5 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

The State highway hereby altered and laid out and the foregoing takings are shown on a plan signed by the Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke Hampden County Altered and laid out as a State Highway by the Department of Public Works

December 29, 1976 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings and in accordance with the provisions of General Laws, Chapter 79, Section, as amended, awards are made. The Department reserves the right to amend the award at any time prior to the payment thereof for good cause shown.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
15-1	Daniel O'Connell's Sons, Inc.	0.40 Acres
15-2	Hilda J. Pasquinucci	0.73 Acres
15-3	Shirley L. Hosie	0.52 Acres
15-4	Mountain Park Amusement Co., Inc.	0.23 Acres
15-5	Mountain Park Amusement Co., Inc.	0.79 Acres

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

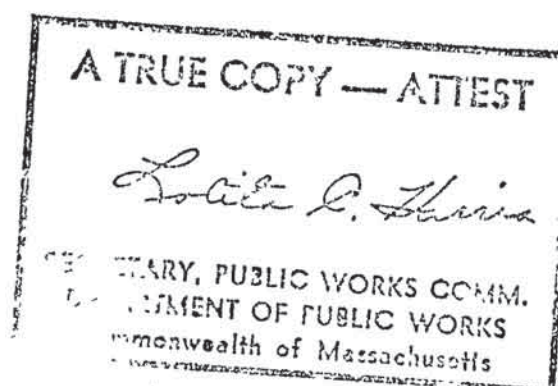
It is Therefore

Voted, That said way as altered, as described herein, and described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth, that the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of this certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out and taken charge of said way as altered in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twenty-ninth day of December, 1976.

/s/ John J. Carroll Members
/s/ Peter E. Donadio of the
/s/ Charles H. Franklin, Jr. Public
Works
Commission

/s/ Theodore C. Palizzolo, Jr.
Layout Engineer



1978

Holyoke



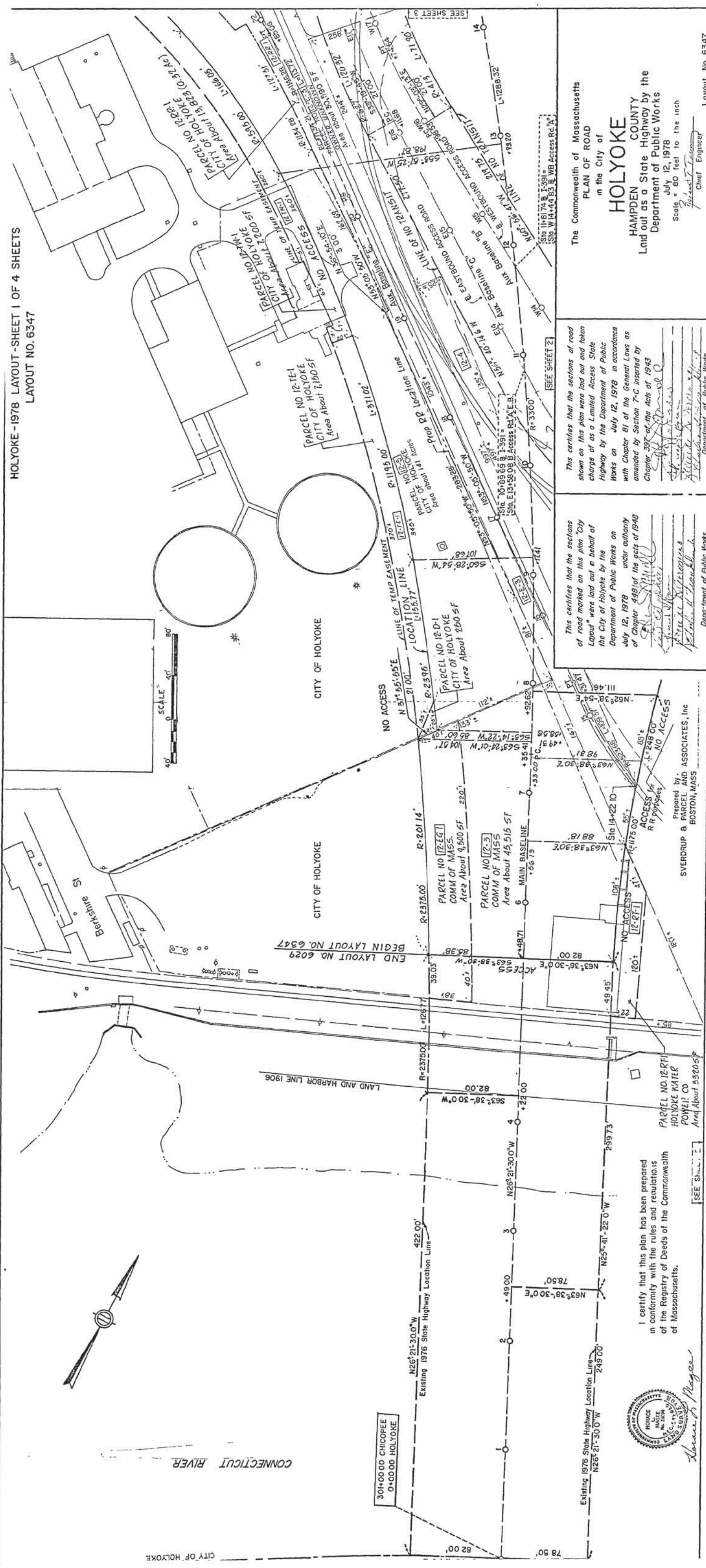
STATE HIGHWAY LAYOUT #6347
I-391, location in Holyoke, Connecticut River to railroad tracks.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 179 PAGES 44-50.

INDEXING

STATE HIGHWAY LAYOUT #6347

- Image Info** SH59029 Holyoke
- Image Info** SH59029 Connecticut River
- Image Info** SH59029 I-391



The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
HOLYOKE
COUNTY
Laid out as a State Highway by the
Department of Public Works
July 12, 1978
Scale = 80 feet to the inch
Chief Engineer

This certifies that the sections of road shown on this plan were laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on July 12, 1978 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943

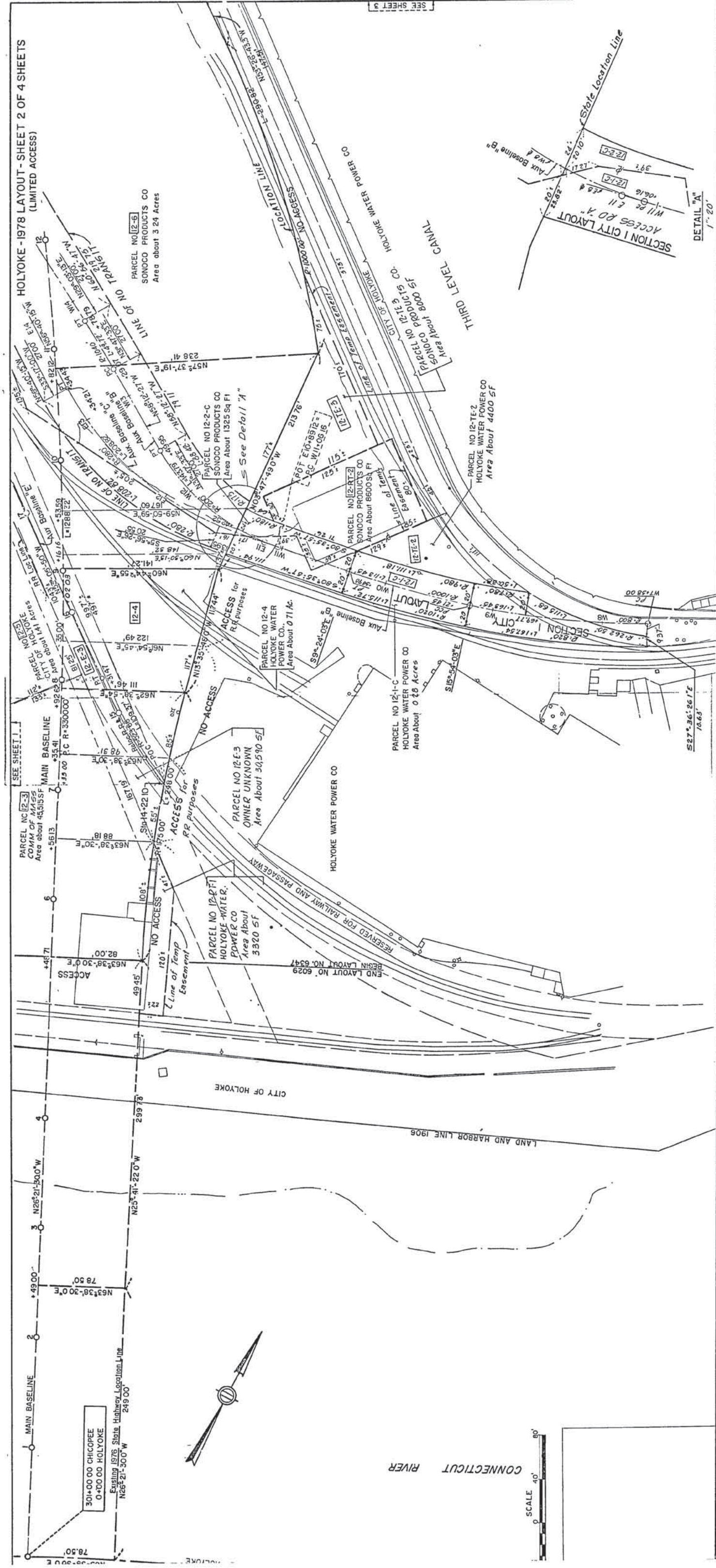
This certifies that the sections of road marked on this plan "City Layout" were laid out in behalf of the City of Holyoke by the Department of Public Works on July 12, 1978 under authority of Chapter 449 of the Acts of 1943

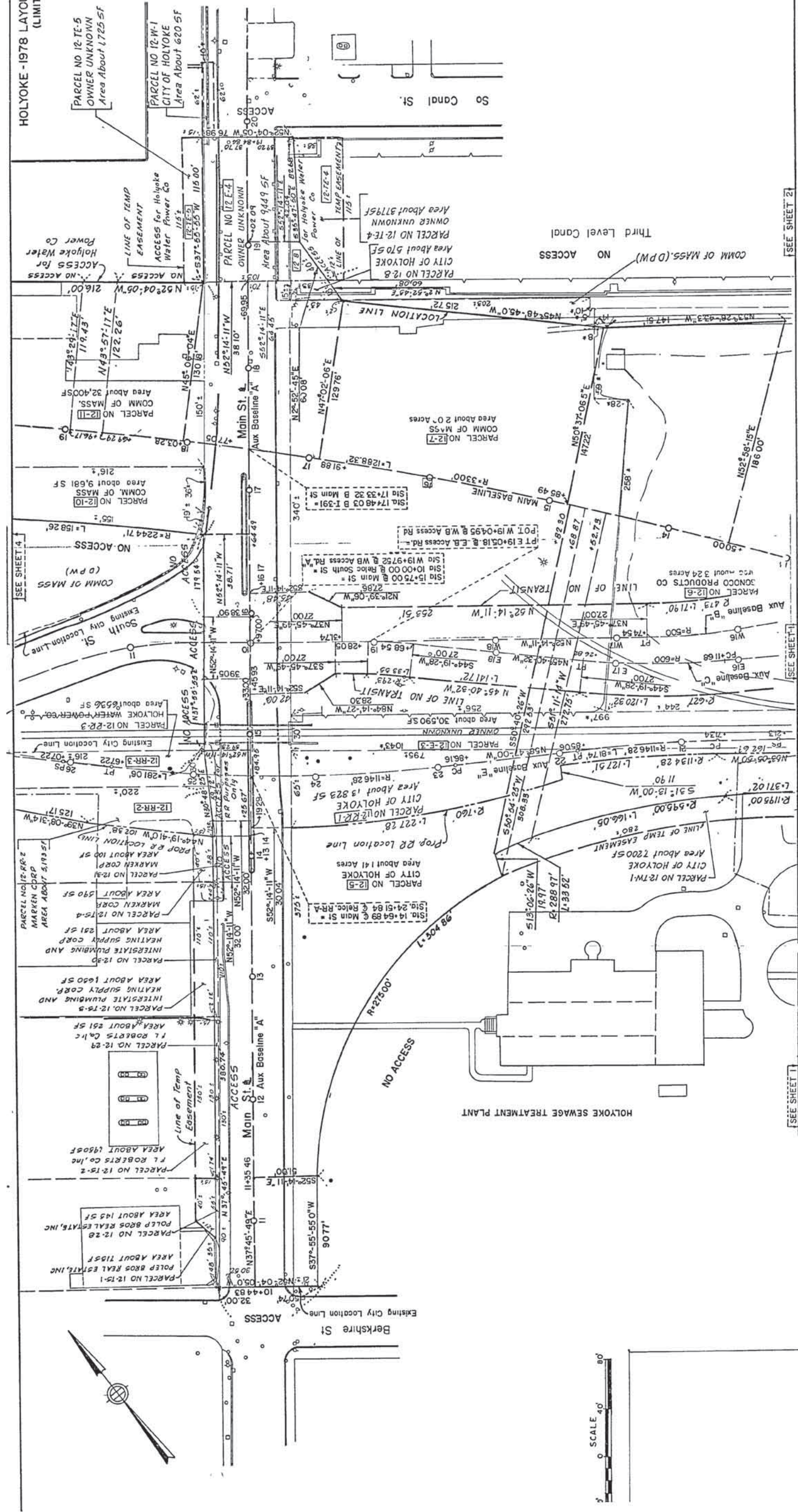


I certify that this plan has been prepared in conformity with the rules and regulations of the Registry of Deeds of the Commonwealth of Massachusetts.

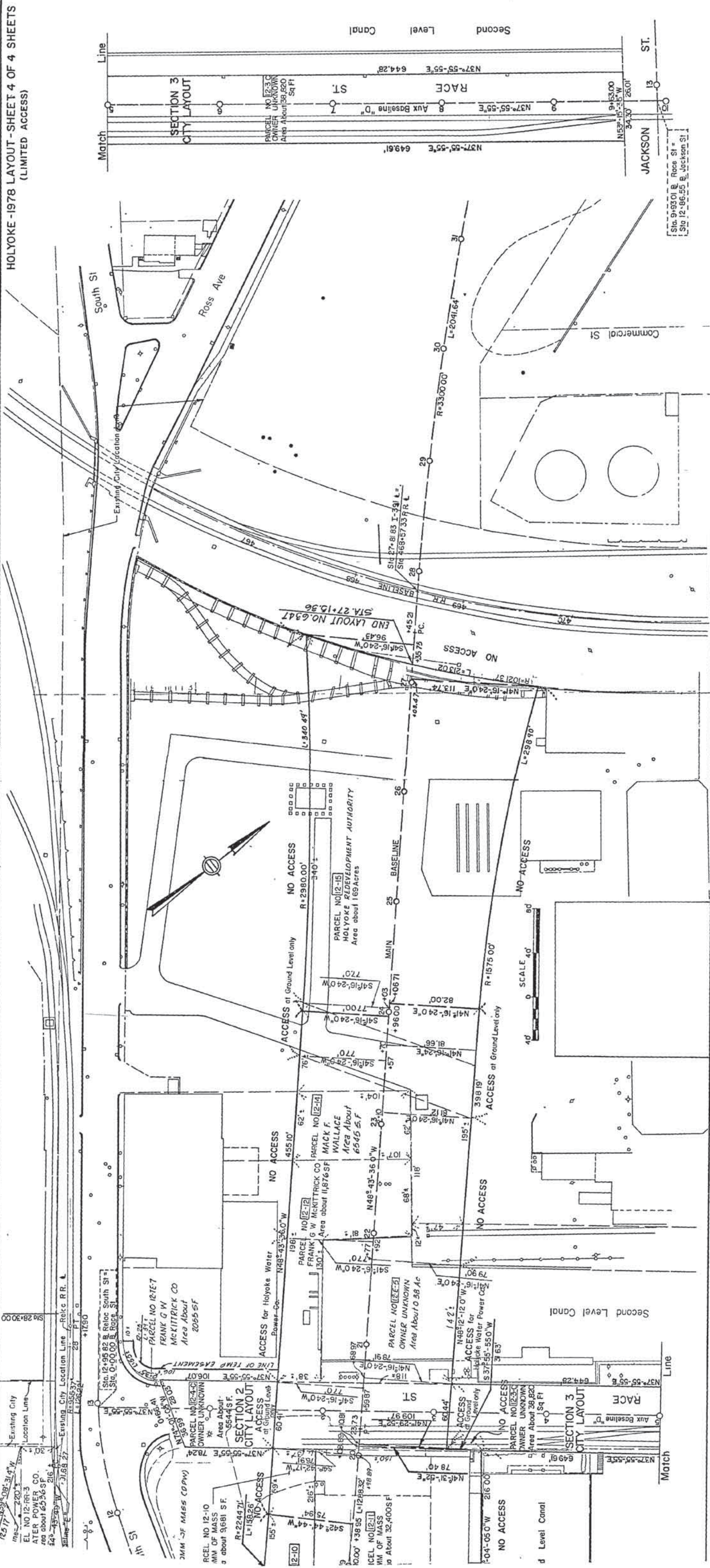
Shirley M. Magee

A TRUE COPY — ATTEST
Lois P. Thoma
SECRETARY, PUBLIC WORKS COMM.
DEPARTMENT OF PUBLIC WORKS
Commonwealth of Massachusetts





HOLYOKE - 1978 LAYOUT - SHEET 4 OF 4 SHEETS
(LIMITED ACCESS)





The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

HOLYOKE
L. O. No. 6347 &
Order of Taking

July 13, 1978

Hampden County Commissioners
Hall of Justices
50 State Street
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of July 12, 1978, alter the location of a section of State highway laid out in the City of Holyoke in the year 1976

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered ^{with limited access provisions} in accordance with said plan, are sent you herewith - *under separate cover* - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Lolita C. Harris

LOLITA C. HARRIS

Secretary.
Public Works Commission

Received May 11

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Holyoke
Layout No. 6347
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on

as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of, as a limited access State highway, a road, Interstate Route 391, in the City of Holyoke, County of Hampden.

The layout consists of establishing a State highway location, on new location, with limited access provisions, for a portion of Interstate Route 391, beginning at the northerly end of the 1976 State Highway layout in the City of Holyoke (Layout No. 6029) on land formerly of the Holyoke Water Power Company and now of the Commonwealth of Massachusetts (DPW) shown on the plan as Station 5+48.71 and extending thence northerly about 0.41 miles (in part crossing the right-of-way of a railroad, owner unknown, supposedly Consolidated Rail Corporation, at other than grade, at about Station 8+80.82 of the main baseline hereinafter described, to the southerly location line of the right-of-way of a railroad, owner unknown, supposedly the Consolidated Rail Corporation in the City of Holyoke shown on the plan as Station 27+15.36, said baseline being more fully described as follows:

The main baseline for the layout begins at a point on the main baseline of location of the aforesaid 1976 State highway layout shown on plan as Station 5+48.71 and extends thence north $26^{\circ} 21' 30''$ west 186.70 feet; thence by a curve to the left

of 3,300 feet radius 1,288.32 feet; thence north $48^{\circ} 43' 36''$ west 691.63 feet to the point of ending thereof shown on said plan as Station 27+15.36.

The length of State highway hereby laid out is about 2,167 feet.

An auxiliary baseline "A" for the reconstruction of a portion of Main Street, begins at a point in the existing roadway of said Main Street, shown on the plan hereinafter referred to as Station 10+44.83, and extends thence, north $37^{\circ} 45' 49''$ east 940.01 feet to the point of ending thereof, shown on said plan as Station 19+84.84.

NOTE: Station 17+33.32 of auxiliary baseline "A" is identical with Station 17+48.03 of the main baseline hereinbefore described.

An auxiliary baseline "B" for the construction of an access road begins at a point on land of the Holyoke Water Power Co. shown on the plan hereinafter referred to as Station W7+58, and extends thence by a curve to the right of 800 feet radius 163.45 feet; thence by a curve to the right of 1,000.00 feet radius 113.45 feet, thence south $80^{\circ} 35' 57''$ west 71.26 feet, thence by a curve to the right of 200.00 feet radius 143.79 feet, thence north $58^{\circ} 12' 27''$ west 79.11 feet, thence by a curve to the left of 1,040.00 feet radius 49.72 feet, thence north $60^{\circ} 56' 47''$ west 219.75 feet; thence by a curve to the right of 500.00 feet radius 76.01 feet, thence north $52^{\circ} 14' 11''$ west 322.98 feet to the point of ending thereof in the existing roadway of Main Street shown on said plan as Station W19+97.52.

NOTE: Station W19+97.52 of auxiliary baseline "B" is identical with Station 15+75.00 of auxiliary baseline "A".

An auxiliary baseline "C" for the construction of an access road begins at a point marking a point on auxiliary baseline "B" shown on the plan hereinafter referred to as Station E10+89.12 and extends thence south $80^{\circ} 35' 57''$ west 36.49 feet; thence by a curve to the right of 280.00 feet radius 208.82 feet; thence north $56^{\circ} 40' 15''$

west 277.25 feet, thence by a curve to the right of 600.00 feet radius 115.14 feet; thence north $45^{\circ} 40' 32''$ west 141.72 feet; thence by a curve to the left of 320.00 feet radius 36.64 feet to the point of ending thereof shown on said plan as Station E19+05.18 said point marking a point on auxiliary baseline "B".

NOTE: Station E10+89.12 of auxiliary baseline "C" is identical with Station W11+06.16 of auxiliary baseline "B" and Station E19+05.18 of auxiliary baseline "C" is identical with Station W19+04.95 of auxiliary baseline "B".

An auxiliary baseline "D" for the acquisition of right-of-way and the reconstruction of a portion of Race Street begins at a point in the existing roadway of South Street, shown on the plan hereinafter referred to as Station 0+00.00 and extends thence north $37^{\circ} 55' 55''$ east 963.00 feet to the westerly street line of Jackson Street shown on said plan as Station 9+63.00.

NOTE: Station 2+37.61 of auxiliary baseline "D" is identical with Station 20+38.32 of the main baseline hereinbefore described.

An auxiliary baseline "E" for the relocation of a portion of a railroad, supposedly Consolidated Rail Corporation, begins at a point in the existing roadbed of the said railroad, shown on the plan hereinafter referred to as Station 13+86.56, and extends thence by a curve to the right of 523.66 feet radius 144.91 feet thence, north $53^{\circ} 05' 50''$ west 539.87 feet; thence by a curve to the left of 1,146.28 feet radius 113.72 feet; thence north $58^{\circ} 47' 00''$ west 101.10 feet; thence by a curve to the right of 1,146.28 feet radius 281.06 feet; thence north $44^{\circ} 43' 49''$ west 124.46 feet; thence by a curve to the left of 955.37 feet radius 126.22 feet; thence north $52^{\circ} 18' 11''$ west 12.10 feet to the point of ending thereof, in the existing roadbed of said railroad, shown on said plan as Station 28+30.

NOTE: Station 16+18.70 of auxiliary baseline "E" is identical with Station 8+80.82 of the main baseline hereinbefore described. Station 24+51.84 of auxiliary baseline "E" is identical with Station 14+64.89 of auxiliary baseline "A" hereinbefore described.

The westerly location line of the State highway hereby laid out begins at a point on land of the City of Holyoke marking the point of ending of the Westerly location line of the 1976 State highway Layout No. 6029, said point bearing south $63^{\circ} 38' 30''$ west and being 85.38 feet distant from Station 5+48.71 of the main baseline hereinbefore described and extends thence by a curve to the left of 2,375.00 feet radius 201.14 feet to a point bearing south $63^{\circ} 24' 01''$ west and 104.57 feet distant from Station 7+49.31 of said main baseline; thence north $37^{\circ} 55' 55''$ east 21.00 feet to a point bearing south $63^{\circ} 14' 22''$ west and 85.60 feet distant from Station 7+58.58 of said main baseline; thence by a curve to the left of 2,395.00 feet radius 155.77 feet to a point bearing south $60^{\circ} 28' 54''$ west and 107.68 feet distant of Station 9+17.41 of said main baseline; thence by a curve to the left of 1,195.00 feet radius 371.02 feet to a point bearing south $53^{\circ} 57' 25''$ west and 198.87 feet distant from Station 12+93.20 of said main baseline; thence by a curve to the left of 595.00 feet radius 166.05 feet to a point bearing south $51^{\circ} 11' 14''$ west and 272.75 feet distant from Station 14+52.73 of said main baseline; thence by a curve to the left of 288.97 feet 33.52 feet to a point bearing south $50^{\circ} 40' 26''$ west and 292.53 feet distant from Station 14+82.30 of said main baseline; thence south $13^{\circ} 06' 26''$ west 19.97 feet to a point bearing south $50^{\circ} 54' 25''$ west and 308.33 feet distant from Station 14+68.87 of said main baseline; thence by a curve to the left of 275.00 feet radius 304.86 feet to a point bearing south $52^{\circ} 14' 11''$ east and 51.00 feet distant from Station 11+35.46 of auxiliary baseline

"A" hereinbefore described; thence south $37^{\circ} 55' 55''$ west 90.77 feet to a point bearing south $52^{\circ} 04' 05''$ east and 50.74 feet distant from Station 10+44.83 of said auxiliary baseline "A"; thence north $52^{\circ} 04' 05''$ west 82.74 feet to a point bearing north $52^{\circ} 04' 05''$ west and 32.00 feet distant from Station 10+44.83 of said auxiliary baseline "A"; thence north $37^{\circ} 45' 49''$ east 380.74 feet to a point bearing north $52^{\circ} 14' 11''$ west and 32.00 feet distant from Station 14+25.67 of said auxiliary baseline "A"; thence north $30^{\circ} 48' 25''$ east 59.72 feet to a point bearing north $52^{\circ} 14' 11''$ west and 39.23 feet distant from Station 14+84.95 of said auxiliary baseline "A"; thence north $37^{\circ} 55' 55''$ east 179.54 feet to a point bearing south $45^{\circ} 33' 23''$ west and 73.57 feet distant from Station 17+77.05 of said main baseline hereinbefore described; thence by a curve to the left of 2,244.71 feet radius 158.26 feet to a point bearing south $42^{\circ} 44' 44''$ west and 75.94 feet distant from Station 19+38.95 of said main baseline; thence north $48^{\circ} 43' 36''$ west 455.10 feet to a point bearing south $41^{\circ} 16' 24''$ west and 77.00 feet distant from Station 23+96.00 of said main baseline; thence by a curve to the left of 2,980.00 feet radius 340.49 feet to the point of ending thereof, on the southerly location line of the right-of-way of a railroad, owner unknown, supposedly Consolidated Rail Corporation; said point bearing south $41^{\circ} 16' 24''$ west and 96.43 feet distant from Station 27+35.75 of said main baseline.

The easterly location line of the State highway hereby laid out begins at a point on land formerly owned by the Holyoke Water Power Co. and now owned by the Commonwealth of Massachusetts (DPW) marking the point of ending of the easterly location line of the 1976 State highway Layout No. 6029, said point bearing north $63^{\circ} 38' 30''$ east and 82.00 feet distant from Station 5+48.71 of said main baseline hereinbefore described and extends thence by a curve to the right of 1,175.00 feet radius 248.00 feet to a point bearing north $62^{\circ} 38' 54''$ east and 111.46 feet distant from

Station 7+92.62 of said main baseline; thence north $13^{\circ} 35' 48''$ west 117.44 feet to a point bearing north $60^{\circ} 44' 55''$ east and 141.27 feet distant from Station 9+02.03 of said main baseline; thence north $3^{\circ} 47' 49''$ west 213.76 feet to a point bearing north $57^{\circ} 37' 19''$ east and 238.41 feet distant from Station 10+82.12 of said main baseline; thence by a curve to the left of 1,000.00 feet radius 290.82 feet to a point bearing north $52^{\circ} 58' 15''$ east and 186.00 feet distant from Station 13+50.00 of said main baseline; thence north $53^{\circ} 26' 43''$ west 147.51 feet to a point bearing north $50^{\circ} 37' 06''$ east and 147.22 feet distant from Station 14+85.49 of said main baseline; thence north $45^{\circ} 48' 45''$ west 215.72 feet to a point bearing north $47^{\circ} 02' 06''$ east and 129.76 feet distant from Station 16+91.88 of said main baseline; thence north $2^{\circ} 52' 45''$ east 60.08 feet to a point bearing north $46^{\circ} 20' 41''$ east and 173.12 feet distant from Station 17+31.64 of said main baseline; thence north $35^{\circ} 47' 50''$ east 82.68 feet to a point bearing south $52^{\circ} 14' 11''$ east and 39.20 feet distant from Station 19+84.72 of said auxiliary baseline "A" hereinbefore described; thence north $52^{\circ} 04' 05''$ west 76.98 feet to a point bearing north $52^{\circ} 14' 11''$ west and 37.76 feet distant from Station 19+84.95 of said auxiliary baseline "A"; thence south $37^{\circ} 55' 55''$ west 115.00 feet to a point bearing north $45^{\circ} 06' 04''$ east and 130.18 feet distant from Station 18+03.28 of said hereinbefore described main baseline thence north $52^{\circ} 04' 05''$ west 216.00 feet to a point bearing north $41^{\circ} 29' 52''$ east and 109.97 feet distant from Station 20+10.81 of said main baseline; thence south $37^{\circ} 55' 55''$ west 31.63 feet to a point bearing north $41^{\circ} 31' 52''$ east and 78.40 feet distant from Station 20+08.89 of said main baseline; thence north $48^{\circ} 12' 12''$ west 398.19 feet to a point bearing north $41^{\circ} 16' 24''$ east and 82.00 feet distant from Station 24+06.71 of said main baseline; thence by a curve to the right of 1,575.00 feet radius 298.90 feet to the point of ending thereof, on the southerly location line of the right-of-way of a railroad, owner unknown,

supposedly Consolidated Rail Corporation, said point bearing north $41^{\circ} 16' 24''$ east and 113.74 feet distant from Station 27+03.47 of said main baseline.

The southerly location line of the State highway as hereby laid out begins at a point marking the point of beginning of the westerly location line, hereinbefore described and extends thence north $63^{\circ} 38' 30''$ east 167.38 feet to a point marking the point of beginning of the easterly location line, hereinbefore described.

The northerly location line of the State highway as hereby laid out begins at a point marking the point of ending of the westerly location line hereinbefore described, and extends thence, by a curve to the left of 1,021.37 feet radius 213.02 feet identical with the southerly location line of the right-of-way of a railroad, owner unknown, supposedly Consolidated Rail Corporation, to a point marking the point of ending of the easterly location line, hereinbefore described.

The location lines of the State highway laid out as hereinbefore described are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof, where feasible.

All of the land located within the above described State highway location is hereby taken in fee simple under the provisions of Chapter 79 of the General Laws, of Chapter 590 of the Acts of 1961 and of Chapter 718 of the Acts of 1956, except Parcels 12-E-3 to 12-E-5 inclusive, in and over which easements only are hereby taken, said easements in said Parcels 12-E-3 to 12-E-5 inclusive, consisting of the right to enter upon said land at any time to construct thereon and to maintain and use, other than at grade, bridges and necessary appurtenances therefor; the fee in said land remaining as existing prior to the date of this instrument, and said land being subject to any use by the owners thereof as will not interfere with the construction and maintenance of said State highway at the widths and grades prescribed therefor; and further excepting from the rights hereby taken, the right of Consolidated Rail

Corporation to continue to use and maintain railroad service in its existing easement contained within the limits of Parcel 12-E-3, shown on the plan hereinafter referred to; and further excepting from the rights hereby taken, the right of the Holyoke Water Power Company to continue to use and maintain the canals and appurtenances thereto, contained within the limits of Parcels 12-E-4, 12-E-5, 12-4-C, 12-10, 12-11, and 12-12, shown on the plan hereinafter referred to.

The right of access to and egress from the State highway location is limited, being permitted across the location lines thereof, hereinbefore described, only as follows:

1. Free access to and egress from said State highway location is allowed:
 - a. Across the line defining the southerly end thereof for its entire length.
 - b. Across the easterly location line between a point thereon bearing south $52^{\circ} 04' 05''$ east and 39.20 feet distant from Station 19+84.84 of auxiliary baseline "A" hereinbefore described and a point thereon bearing north $52^{\circ} 04' 05''$ west and 37.70 feet distant from said Station 19+84.84.
 - c. Across the westerly location line between a point thereon bearing south $52^{\circ} 04' 05''$ east and 50.74 feet distant from Station 10+44.83 of auxiliary baseline "A" hereinbefore described and a point thereon bearing north $52^{\circ} 04' 05''$ west and 32.00 feet distant from said Station 10+44.83.
 - d. Across the westerly location line between a point thereon bearing north $52^{\circ} 04' 05''$ west and 32.00 feet distant from Station 10+44.83 of auxiliary baseline "A" hereinbefore described and a point thereon bearing north $52^{\circ} 14' 11''$ west and 32.00 feet distant from Station 13+74.92.

- e. Across the westerly location line between a point thereon bearing north $52^{\circ} 14' 11''$ west and 39.05 feet distant from Station 15+45.93 of auxiliary baseline "A" hereinbefore described and a point thereon bearing north $52^{\circ} 14' 11''$ west and 38.90 feet distant from Station 15+97.00.
- 2. Access to and egress from said location is allowed at ground level only:
 - a. Across the easterly location line between a point thereon bearing north $63^{\circ} 30' 13''$ east and 148.32 feet distant from 9+16.15 of the main baseline hereinbefore described and a point thereon bearing north $59^{\circ} 51' 12''$ east and 167.48 feet distant from Station 9+53.59.
 - b. Across the easterly location line between a point thereon bearing north $41^{\circ} 31' 52''$ east and 78.40 feet distant from Station 20+08.89 of the main baseline hereinbefore described and a point thereon bearing north $41^{\circ} 16' 24''$ east and 78.91 feet distant from Station 20+68.97.
 - c. Across the easterly location lines between a point thereon bearing north $41^{\circ} 16' 24''$ east and 81.12 feet distant from Station 23+10.00 of the main baseline hereinbefore described and a point thereon bearing north $41^{\circ} 16' 24''$ east and 81.66 feet distant from Station 23+70.00.
 - d. Across the westerly location line between a point thereon bearing south $41^{\circ} 42' 17''$ west and 76.91 feet distant from Station 19+98.89 of the main baseline hereinbefore described and a point thereon bearing south $41^{\circ} 16' 24''$ west and 77.00 feet distant from Station 20+59.87.

- Station 18+69.95 of auxiliary baseline "A" hereinbefore described and a point thereon bearing south $52^{\circ} 04' 05''$ east and 39.20 feet distant from Station 19+84.84.
- b. Across the easterly location line between a point thereon bearing north $52^{\circ} 04' 05''$ west and 37.70 feet distant from Station 19+84.84 of auxiliary baseline "A" hereinbefore described and a point thereon bearing north $52^{\circ} 14' 11''$ west and 38.10 feet distant from Station 18+69.95.
- c. Across the easterly location line between a point thereon bearing north $43^{\circ} 57' 17''$ east and 122.26 feet distant from Station 18+69.29 of the main baseline hereinbefore described and a point thereon bearing north $43^{\circ} 29' 17''$ east and 119.43 feet distant from Station 18+96.17.
- d. Across the easterly location line between a point thereon bearing north $41^{\circ} 16' 24''$ east and 78.91 feet distant from Station 20+68.97 of the main baseline hereinbefore described and a point thereon bearing north $41^{\circ} 16' 24''$ east and 79.90 feet distant from Station 21+77.00.
- e. Across the westerly location line between a point thereon bearing south $41^{\circ} 16' 24''$ west and 77.00 feet distant from Station 20+59.87 of the main baseline hereinbefore described and a point thereon bearing south $41^{\circ} 16' 24''$ west and 77.00 feet distant from Station 21+92.00.

Lines across which transit is not allowed, are hereby established within the limits of the State highway laid out as hereinbefore described, as follows:

- a) Beginning at a point on the easterly location line of the State highway hereby laid out, said point bearing south $8^{\circ} 36' 03''$ east and 20.03 feet distant

from Station E11+29.52 of said hereinbefore described auxiliary baseline "C" and extending thence south $80^{\circ} 35' 57''$ west 13.95 feet; thence by a curve to the right of 280.00 feet radius 208.82 feet; thence north $56^{\circ} 40' 15''$ west 277.50 feet; thence by a curve to the right of 627.00 feet radius 120.32 feet; thence north $45^{\circ} 40' 32''$ west 141.72 feet; thence by a curve to the left of 293.00 feet radius 33.55 feet; thence north $52^{\circ} 14' 11''$ west 26.56 feet; thence north $84^{\circ} 14' 27''$ west 28.30 feet to the point of ending thereof, said point bearing south $52^{\circ} 14' 11''$ east and 42.00 feet distant from Station 15+33.00 of auxiliary baseline "A" hereinbefore described.

b) Beginning at a point on the easterly location line of the State highway hereby laid out, said point bearing north $2^{\circ} 30' 30''$ east and 27.00 feet distant from Station W11+47.73 of auxiliary baseline "B" hereinbefore described and extends thence by a curve to the right of 173.00 feet radius 88.42 feet; thence north $58^{\circ} 12' 27''$ west 79.11 feet; thence by a curve to the left of 1,067.00 feet radius 51.01 feet; thence north $60^{\circ} 56' 47''$ west 219.75 feet; thence by a curve to the right of 473.00 feet radius 71.90 feet; thence north $52^{\circ} 14' 11''$ west 253.51 feet; thence north $21^{\circ} 39' 06''$ west 27.86 feet to the point of ending thereof, said point bearing south $52^{\circ} 14' 11''$ east and 45.48 feet distant from Station 16+16.17 of auxiliary baseline "A" hereinbefore described.

The above described access-egress items are more particularly shown on the plan hereinafter referred to.

The foregoing restriction of access-egress shall not be construed in any way limiting the normal use of the waters of the Second Level and Third Level Canals of the Holyoke Water Power Company.

In connection with the laying out of the State highway location hereinbefore described, it is necessary to lay out three sections of highway in behalf of the City

of Holyoke. Said sections of highway are hereby so laid out in behalf of the City of Holyoke under the Provisions of Chapter 448 of the Acts of 1948, and are described as follows:

Section 1

The first section of highway hereby laid out in behalf of the City of Holyoke consists of the construction of a portion of access road adjacent to the easterly location line of the hereinbefore described State highway layout, and is more fully described as follows:

The southerly location line of said first section of City highway as hereby laid out begins at a point on land of the Holyoke Water Power Co. said point bearing south $27^{\circ} 36' 26''$ east and 20.00 feet distant from Station W7+58.00 of the hereinbefore described auxiliary baseline "B"; and extends thence by a curve to the right of 820.00 feet radius 167.54 feet to a point bearing south $15^{\circ} 54' 03''$ east and 20.00 distant from Station W9+21.45 of said auxiliary baseline "B"; thence by a curve to the right of 1,020.00 feet radius 115.72 feet to a point bearing South $9^{\circ} 24' 03''$ east and 20.00 feet distant from Station W10+34.90 of said auxiliary baseline "B"; thence south $80^{\circ} 35' 57''$ west 111.94 feet to the point of ending thereof on the easterly State highway location line hereinbefore described, said point bearing north $60^{\circ} 30' 13''$ east and 148.32 feet distant from Station 9+16.15 of the main baseline hereinbefore described.

The northerly location line of said first section of City highway as hereby laid out begins at a point on land of the Holyoke Water Power Co. said point bearing south $27^{\circ} 36' 26''$ east and 9.37 feet distant from Station W7+58.00 of said hereinbefore described auxiliary baseline "B"; and extends thence by a curve to the right of 262.50 feet radius 115.68 feet to a point bearing north $19^{\circ} 36' 07''$ west and 20.00 feet distant from Station W8+69.77 of said auxiliary

baseline "B"; thence by a curve to the right of 780.00 feet radius 50.38 feet to a point bearing north $15^{\circ} 54' 03''$ west and 20.00 feet distant from Station W9+21.45 of said auxiliary baseline "B"; thence by a curve to the right of 980.00 feet radius 111.18 feet to a point bearing north $9^{\circ} 24' 03''$ west and 20.00 feet distant from Station W10+34.90 of said auxiliary baseline "B"; thence south $80^{\circ} 35' 57''$ west 71.26 feet to a point bearing north $9^{\circ} 24' 03''$ west and 20.00 feet distant from Station W11+06.16 of said auxiliary baseline "B"; thence by a curve to the right of 180.00 feet radius 36.64 feet to the point of ending thereof on the easterly State highway location line hereinbefore described, said point bearing north $59^{\circ} 50' 59''$ east and 167.60 feet distant from Station 9+53.59 of the main baseline hereinbefore described.

The westerly location line of the City highway as hereby laid out begins at a point marking the point of ending of the hereinbefore described southerly location line of the City layout and extends thence, north $3^{\circ} 47' 49''$ west 43.92 feet identical with the hereinbefore described easterly location line of the aforementioned State highway layout to a point marking the point of ending of the hereinbefore described northerly location line of the said City layout.

The easterly location line of the City highway as hereby laid out begins at a point marking the point of beginning of the said southerly location line of the City highway layout and extends thence north $27^{\circ} 36' 26''$ west 10.63 feet to a point marking the point of beginning of said northerly location line of the City highway layout.

Section 2

The second section of highway hereby laid out in behalf of the City of Holyoke consists of the construction of a portion of Race Street extending in a westerly direction from the westerly location line of the State highway layout hereinbefore described to the easterly street line of South Street, and is more fully described as follows:

Beginning at a point on the westerly State highway location line, said point bearing south $41^{\circ} 42' 17''$ west and 76.91 feet distant from Station 19+98.89 of the main baseline hereinbefore described, and extends thence leaving said location line south $37^{\circ} 55' 55''$ west 78.24 feet to a point bearing south $52^{\circ} 04' 05''$ east and 34.30 feet distant from Station 0+80.24 of said auxiliary baseline "D"; thence north $74^{\circ} 01' 03''$ west 65.02 feet along the easterly street line of South Street to a point bearing north $52^{\circ} 04' 05''$ west and 26.00 feet distant from Station 0+55.94 of said auxiliary baseline "D"; thence north $37^{\circ} 55' 55''$ east 106.06 feet to the point of ending thereof on the westerly State highway location line as hereinbefore described, said point bearing south $41^{\circ} 16' 24''$ west and being 77.00 feet distant from Station 20+59.87 of the main baseline hereinbefore described.

Section 3

The third section of highway hereby laid out in behalf of the City of Holyoke consists of the construction of a portion of Race Street extending in an easterly direction from the easterly location line of the State highway layout hereinbefore described to the westerly street line of Jackson Street, and is more fully described as follows:

Beginning at a point on the easterly State highway location line, said point bearing north $41^{\circ} 31' 52''$ east and 78.40 feet distant from Station 20+08.89 of the main baseline hereinbefore described, and extends thence leaving said location line north $37^{\circ} 55' 55''$ east 649.61 feet to a point bearing south $52^{\circ} 04' 05''$ east and 34.30 feet distant from Station 9+63.72 of said auxiliary baseline "D"; thence north $53^{\circ} 15' 35''$ west 60.32 feet along the westerly street line of Jackson Street to a point bearing north $52^{\circ} 04' 05''$ west and 26.00 feet distant from Station 9+62.46 of said auxiliary baseline "D"; thence south $37^{\circ} 55' 55''$ west 644.28 feet to the point of ending thereof on the easterly State highway location line as hereinbefore

described, said point bearing north $41^{\circ} 16' 24''$ east and being 78.91 feet distant from Station 20+68.97 of the main baseline hereinbefore described.

The location lines of the sections of highway hereby laid out on behalf of the City of Holyoke are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof, where feasible.

In connection with the laying out of the State highway location hereinbefore described it is necessary to establish a location for a relocation of a portion of a right-of-way of a railroad, supposedly Consolidated Rail Corporation. Said relocated right-of-way is comprised of portions of the existing right-of-way of said railroad and of Parcels 12-RR-1 to 12-RR-3 inclusive, with Parcel 12-RR-1 located within said State highway location and the others located outside of but adjoining said State highway location, and is more fully described as follows:

The relocated right-of-way comprises a strip of land of varying width about auxiliary baseline "E" hereinbefore described, beginning at Station 14+22.10 of said auxiliary baseline "E" and extending northwesterly about 1,231 feet to the existing southeasterly street line of South Street.

The area of land hereby taken for the relocation of the railroad right-of-way, comprising Parcels 12-RR-1 to 12-RR-3 inclusive, is more fully described as follows:

a) Beginning at a point on the easterly location line of the State highway layout as hereinbefore described, said point bearing south $21^{\circ} 01' 22''$ west and 41.01 feet distant from Station 13+86.56 of auxiliary baseline "E" hereinbefore described and extending thence north $52^{\circ} 04' 05''$ west 248.44 feet; thence north $53^{\circ} 05' 50''$ west 283.28 feet, thence north $36^{\circ} 54' 10''$ east 3.00 feet; thence north $53^{\circ} 05' 50''$ west 162.69 feet; thence by a curve to the left of 1,134.28 feet radius 127.51 feet; thence south $31^{\circ} 13' 00''$ west 11.90 feet; thence by a curve to the right of 760.00 feet radius 227.28 feet; thence north $37^{\circ} 55' 55''$ east 95.05 feet;

thence south $52^{\circ} 04' 05''$ east 996.94 feet; thence by a curve to the left of 1,175.00 feet radius 55.13 feet to the point of beginning.

b) Beginning at a point on the westerly location line of the State highway layout as hereinbefore described, said point bearing north $52^{\circ} 14' 11''$ west and 32.00 feet distant from Station 14+13.14 of auxiliary baseline "A" hereinbefore described and extending thence north $44^{\circ} 19' 41''$ west 102.38 feet; thence north $39^{\circ} 08' 31''$ west 125.17 feet, thence north $37^{\circ} 55' 55''$ east 30.00 feet; thence south $52^{\circ} 04' 05''$ east 216.00 feet; thence south $30^{\circ} 48' 25''$ west 59.72 feet; thence south $37^{\circ} 45' 49''$ west 12.53 feet to the point of beginning.

The parcels of land taken for said railroad relocation as aforesaid are described as follows:

Parcel RR-1 - A parcel of land supposed to be owned by the City of Holyoke bounded westerly by land of the City of Holyoke about 816 feet, northerly by other land of the City of Holyoke about 65 feet and easterly by land of an owner unknown about 795 feet; containing about 13,820 square feet.

Parcel RR-2 - A parcel of land supposed to be owned by Marken Corporation bounded westerly by other land of Marken Corporation about 228 feet, easterly by land of the Holyoke Water Power Co. about 220 feet, southerly by land of the City of Holyoke about 42 feet; containing about 5,190 square feet.

Parcel RR-3 - A parcel of land supposed to be owned by Holyoke Water Power Co. bounded westerly by land of Marken Corporation about 220 feet, northerly by land of owner unknown about 30 feet, easterly by land of the City of Holyoke about 216 feet, southerly by other land of the City of Holyoke about 30 feet; containing about 6,500 square feet.

An easement is hereby taken in the parcel of land shown on the plan hereinafter referred to as Parcel 12-W-1 for the purpose of constructing a wall and consists of

the right to enter upon said land at any time to construct thereon and maintain said wall.

An easement is hereby taken in the parcel of land hereinafter described and shown on the plan hereinafter referred to as Parcel 12-D-1 for the purpose of draining and maintaining the aforesaid State highway and consists of the right to enter upon said land at any time and to construct thereon and to use and maintain drainage structures and/or drainage ditches, together with the right to discharge surface water upon said land.

Parcel 12-D-1 - A parcel of land supposed to be owned by the City of Holyoke adjoining the westerly location line of the State highway layout hereinbefore described and bounded by said location line and by the line connecting the following points: opposite Station 7+49.31 of the main baseline hereinbefore described, and on said westerly location line; opposite about Station 7+80 and on said location line; opposite Station 7+58.58 and on said location line; containing about 250 square feet.

Easements are hereby taken in the parcels of land shown on the plan hereinafter referred to as Parcels 12-TS-1 to 12-TS-4 inclusive for the purpose of constructing slopes of excavation and/or embankment, and consist of the right to enter upon said land at any time during the effective period of the easements to construct thereon slopes of excavation and/or embankment. Said easements are temporary in nature and are to be in effect only until three (3) years from the date of this instrument.

Easements are hereby taken in the parcels of land shown on the plan hereinafter referred to as Parcels 12-TE-1 to 12-TE-5 inclusive and 12-TE-7, for the purpose of effecting the necessary construction within said parcels and consist of the right to enter upon said land at any time during the effective period of the easements to perform the work pertinent thereto. Said easements are temporary in nature and are to be in effect only three (3) years from the date of this instrument.

An easement is hereby taken in the parcel of land shown on the plan hereinafter referred to as Parcel 12-TW-1, for the purpose of constructing a retaining wall and consists of the right to enter upon said land at any time during the effective period of said easement and to construct a retaining wall thereon. Said easement is temporary in nature and is to be in effect only until three (3) years from the date of this instrument.

Easements are hereby taken in the parcels of land shown on the plan hereinafter referred to as Parcels 12-RT-1 and 12-RT-2 for the purpose of removing structures located partly within the limits of the layout hereinbefore described such as a building, garage or house trailer, and consist of the right to enter upon said land at any time during the effective period of the easements to remove therefrom said structures or portions thereof now located thereon. Said easements are temporary in nature and are to be in effect only until such time as the aforesaid purpose for which they are taken has been accomplished but in no event in effect for more than three (3) years from the date of this instrument.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of all other general or special laws thereto enabling, all of the land, not already owned by the Commonwealth of Massachusetts, outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Holyoke, County of Hampden, all of said land being taken in fee simple, with the exception of Parcels 12-E-3 to 12-E-5 inclusive, and in which easements for highway purposes are hereby taken, the supposed owner of

Parcels 12-3 to 12-8 inclusive, Parcels 12-10 to 12-12 inclusive, Parcels 12-14 and 12-15, and Parcels 12-28 to 12-32 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

Rights of access to and egress from an existing public way is hereby taken from the owner of land abutting Main Street at the location indicated on the plan hereinafter referred to as Parcel 12-AT-1. The supposed owner of said land is set forth in the schedule hereinafter contained.

For the purpose of laying out, constructing and maintaining the sections of City Highway hereinbefore described, the Department of Public Works, on behalf of the City of Holyoke, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of all other general or special laws thereto enabling, Parcels 12-1-C to 12-4-C inclusive shown on the plan hereinafter referred to, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables, and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Holyoke, County of Hampden, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

The State highway hereby laid out, the sections of City highway hereby laid out and the aforesaid takings are shown on a plan signed by the Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled, "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke, Hampden County laid out as a State highway by the Department of Public Works July 12, 1978 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award at any time prior to the payment thereof for good cause shown.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
12-3	Commonwealth of Massachusetts (DPW)	45,515 Sq.Ft.
12-4	Holyoke Water Power Company	0.71 Acres
12-5	City of Holyoke	1.41 Acres
12-6	Sonoco Products Company	3.24 Acres
12-7	Commonwealth of Massachusetts (DPW)	86,913 Sq.Ft.
12-8	City of Holyoke	570 Sq.Ft.
12-10	Commonwealth of Massachusetts (DPW)	9,681 Sq.Ft.
12-11	Commonwealth of Massachusetts (DPW)	32,400 Sq.Ft.
12-12	Frank G. W. McKittrick Company	11,876 Sq.Ft.
12-14	Mack F. Wallace	6,545 Sq.Ft.
12-15	Holyoke Redevelopment Authority	1.69 Acres
12-28	Polep Brothers Real Estate, Inc.	145 Sq.Ft.
12-29	F. L. Roberts Company, Incorporated	251 Sq.Ft.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
12-30	Interstate Plumbing and Heating Supply Corporation	251 Sq.Ft.
12-31	Marken Corporation	100 Sq.Ft.
12-32	Owner Unknown	9,400 Sq.Ft.
12-AT-1	Marken Corporation	
12-1-C	Holyoke Water Power Co.	12,251 Sq.Ft.
12-2-C	Sonoco Products Company	1,325 Sq.Ft.
12-3-C	Owner Unknown	38,820 Sq.Ft.
12-4-C	Owner Unknown	5,545 Sq.Ft.
12-D-1	City of Holyoke	250 Sq.Ft.
12-E-3	Owner Unknown	30,590 Sq.Ft.
12-E-4	Owner Unknown	9,449 Sq.Ft.
12-E-5	Owner Unknown	0.38 Acres
12-W-1	City of Holyoke	620 Sq.Ft.
12-RR-1	City of Holyoke	0.32 Acres
12-RR-2	Marken Corporation	5,193 Sq.Ft.
12-RR-3	Holyoke Water Power Company	6,536 Sq.Ft.
12-TS-1	Polep Brothers Real Estate, Inc.	715 Sq.Ft.
12-TS-2	F. L. Roberts Company, Incorporated	1,950 Sq.Ft.
12-TS-3	Interstate Plumbing and Heating Supply Corporation	1,650 Sq.Ft.
12-TS-4	Marken Corporation	590 Sq.Ft.
12-TE-1	City of Holyoke	7,150 Sq.Ft.
12-TE-2	Holyoke Water Power Company	4,400 Sq.Ft.
12-TE-3	Sonoco Products Company	8,000 Sq.Ft.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
12-TE-4	Holyoke Water Power Company	3,779 Sq.Ft.
12-TE-5	Holyoke Water Power Company	1,725 Sq.Ft.
12-TE-7	Frank G. W. McKittrick Company	2,055 Sq.Ft.
12-TW-1	City of Holyoke	7,200 Sq.Ft.
12-RT-1	Holyoke Water Power Company	3,320 Sq.Ft.
12-RT-2	Sonoco Products Company	8,600 Sq.Ft.

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore



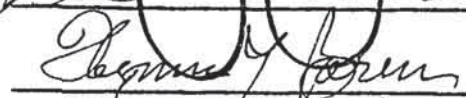
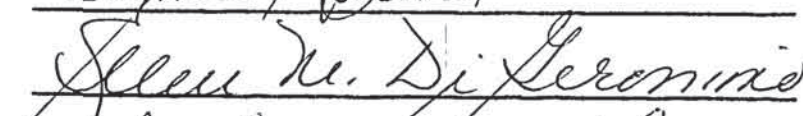
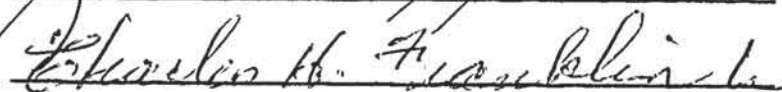
Voted: That said new or existing way as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located certified copies of said plan and of this certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted: That the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of this certificate, signed by at least a majority of the members of the

Public Works Commission, attesting that the Department of Public Works has laid out said sections of City Way in accordance with said plan.

Dated at Boston this twelfth day of July, 1978.

	Members
	of the
	Public
	Works
	Commission

Layout Engineer

1980

Holyoke



**STATE HIGHWAY LAYOUT #6362
I-391, from layout #6347 northerly .28 miles.**

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 189 PAGES 118-122.

INDEXING

STATE HIGHWAY LAYOUT #6362

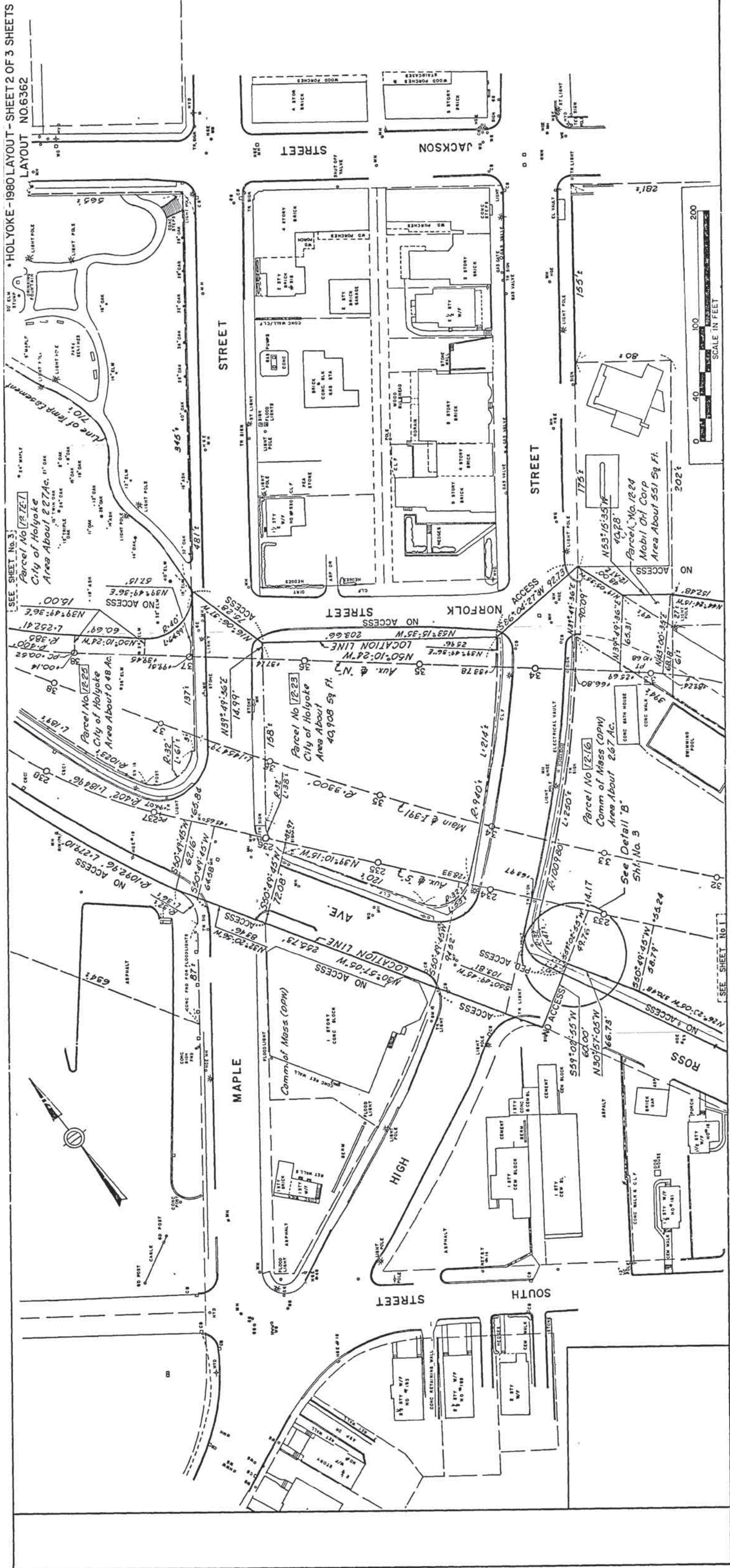
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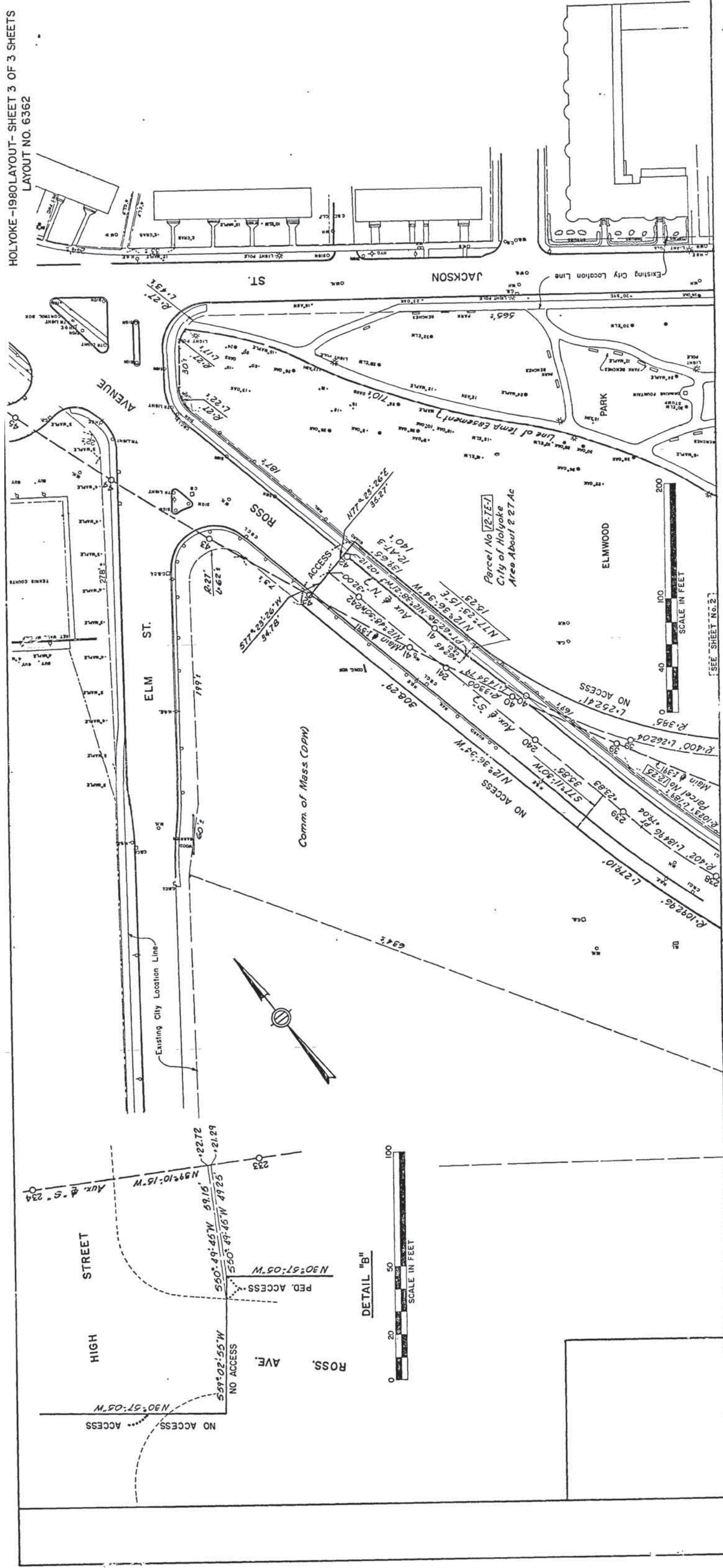
Image Info SH59030 I-391



Chief Engineer

SECRETARY, PUBLIC WORKS COMM.
DEPARTMENT OF PUBLIC WORKS
Commonwealth of Massachusetts







The Commonwealth of Massachusetts

REC'D COUNTY COMMS.

Department of Public Works

APR 3 12 21 PM '80

100 Nashua Street, Boston 14
OF
HAMPDEN

HOLYOKE
L. O. No. 6362 &
Order of Taking

April 2, 1980

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of March 19, 1980, alter the location of a section of State highway laid out in the City of Holyoke in the year 1978

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered ^{with limited access provisions} in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,
Lolita C. Harris

LOLITA C. HARRIS

Secretary.

Public Works Commission

/Regis 10/19/80/ May 17/

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Holyoke
Layout No. 6362
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on _____ as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of, as a limited access State highway, a road, Interstate Route 391, in the City of Holyoke, County of Hampden.

The layout consists of establishing a State highway location, on new location, with limited access provisions, for a portion of Interstate Route 391, beginning at the northerly end of the July 12, 1978 State highway layout in the City of Holyoke (Layout No. 6347) shown on the plan as Station 27+15.36 of the main baseline hereinafter described and extending thence northerly about 0.28 miles (in part crossing the right-of-way of a railroad, supposedly owned by Consolidated Rail Corporation, at other than grade, at about Station 27+82.23 of said main baseline) to the existing roadway of Ross Avenue, shown on plan as Station 42+00.00 of said main baseline, said layout being more fully described as follows:

The main baseline for the State highway as hereby laid out begins at a point on the main baseline of the aforesaid 1978 layout (L.O. 6347) shown on the plan hereinafter referred to as Station 24+24.50 and is

identical with Station 24+24.50 of said 1978 State highway layout, and extends thence north $48^{\circ} 43' 36''$ west 320.71 feet; thence by a curve to the right of 3,300.00 feet radius 1,454.79 feet to the point of ending thereof shown on said plan as Station 42+00.00. The total length of State highway hereby laid out is about 1,485 feet.

An auxiliary baseline "S" begins at a point on land now or formerly of the Holyoke Redevelopment Authority, shown on plan as Station 224+81.29 and extends thence northerly by a curve to the left of 5,624.00 feet radius 251.08 feet; thence north $55^{\circ} 19' 36''$ west 49.91 feet; thence by a curve to the right of 800.00 feet radius 225.58 feet; thence north $39^{\circ} 10' 15''$ west 686.21 feet; thence by a curve to the right of 402.00 feet radius 184.96 feet; thence north $12^{\circ} 48' 30''$ west 352.96 feet to the point of ending thereof, in the existing roadway of Ross Avenue, and shown on said plan as Station 242+32.00.

Note: Station 224+81.29 of auxiliary baseline "S" is 32.99 feet left of Station 24+82.72 of the main baseline hereinbefore described.

An auxiliary baseline "N" begins at a point on land now or formerly of the Holyoke Redevelopment Authority, shown on plan as Station 24+97.66 and extends thence north $48^{\circ} 43' 36''$ west 150.00 feet; thence by a curve to the right of 800.00 feet radius 405.33 feet; thence north $19^{\circ} 41' 47''$ west 52.37 feet; thence by a curve to the left of 386.00 feet radius 205.32 feet; thence north $50^{\circ} 10' 24''$ west 489.84 feet; thence by a curve to the right of 400.00 feet radius 262.04 feet; thence north $12^{\circ} 38' 21''$ west 139.56 feet to the point of ending thereof, in the existing roadway of Ross Avenue, and shown on said plan as Station 42+02.12.

Note: Station 24+97.66 of auxiliary baseline "N" is 31.00 feet right of Station 24+97.66 of the main baseline hereinbefore described.

An auxiliary baseline "D" begins at a point on land now or formerly of the Holyoke Redevelopment Authority shown on plan as Station 124+24.61 and extends thence northerly by a curve to the right of 2,400.00 feet radius 409.96 feet; thence by a curve to the right of 200.00 feet radius 246.35 feet; thence north $35^{\circ} 19' 24''$ east 355.57 feet to the point of ending thereof on the existing street line of Jackson Street, and shown on said plan as Station 134+36.49.

Note: Station 124+24.61 of auxiliary baseline "D" is 61.28 feet right of Station 24+24.50 of the main baseline hereinbefore described.

The westerly location line of the State highway hereby laid out begins at a point on the westerly location line of the 1978 State highway layout (L.O. 6347), said point bearing south $41^{\circ} 16' 24''$ west and 96.43 feet distant from Station 27+35.75 of the main baseline hereinbefore described and extends thence north $81^{\circ} 31' 58''$ west 216.91 feet to a point bearing south $43^{\circ} 55' 31''$ west and 147.66 feet distant from Station 229+11.46 of auxiliary baseline "S" hereinbefore described, thence north $26^{\circ} 23' 05''$ west 370.48 feet to a point bearing south $50^{\circ} 49' 45''$ west and 58.79 feet distant from Station 232+55.24 of said auxiliary baseline "S"; thence north $30^{\circ} 57' 05''$ west 66.73 feet to a point bearing south $59^{\circ} 02' 55''$ west and 49.76 feet distant from Station 233+14.17 of said auxiliary baseline "S"; thence south $59^{\circ} 02' 55''$ west 60.00 feet to a point bearing south $59^{\circ} 02' 55''$ west and 109.76 feet distant from Station 233+14.17 of said auxiliary baseline "S"; thence north $30^{\circ} 57' 05''$ west 255.73 feet to a point bearing south $50^{\circ} 49' 45''$ west and 72.08 feet distant from Station 235+82.97 of said auxiliary baseline "S"; thence north $32^{\circ} 20' 56''$ west 83.46 feet to a point bearing south $50^{\circ} 49' 45''$ west and 62.16 feet

distant from Station 236+65.84 of said auxiliary baseline "S"; thence by a curve to the right of 1,092.96 feet radius 279.10 feet to a point bearing south 77° 11' 30" west and 35.85 feet distant from Station 239+23.83 of said auxiliary baseline "S"; thence north 12° 36' 34" west 308.29 feet to the point of ending thereof, said point bearing south 77° 23' 26" west and 34.78 feet distant from Station 242+32.00 of said auxiliary baseline "S".

The easterly location line of the State highway hereby laid out begins at a point on the easterly location line of the 1978 State highway layout (L.O. 6347), said point bearing north 41° 16' 24" east and 113.74 feet distant from Station 27+03.47 of the main baseline hereinbefore described and extends thence north 34° 40' 04" west 135.01 feet to a point bearing north 58° 08' 37" east and 22.00 feet distant from Station 128+46.42 of auxiliary baseline "D" hereinbefore described; thence north 6° 42' 53" west 157.33 feet to a point bearing south 64° 51' 19" east and 53.28 feet distant from Station 130+45.39 of said auxiliary baseline "D"; thence north 30° 43' 53" east 382.10 feet to a point bearing south 53° 15' 35" east and 25.00 feet distant from Station 134+36.49 of said auxiliary baseline "D"; thence north 53° 15' 35" west 90.00 feet to a point bearing north 53° 15' 35" west and 65.00 feet distant from Station 134+36.49 of said auxiliary baseline "D"; thence south 44° 14' 10" west 383.28 feet to a point bearing north 61° 48' 56" east and 86.52 feet distant from Station 31+62.54 of auxiliary baseline "N" hereinbefore described; thence north 44° 24' 15" west 152.48 feet to a point bearing north 43° 00' 35" east and 68.18 feet distant from Station 32+89.24 of said auxiliary baseline "N"; thence north 53° 15' 35" west 40.28 feet to a

point bearing north $39^{\circ} 49' 36''$ east and 65.31 feet distant from Station 33+25.69 of said auxiliary baseline "N"; thence north $19^{\circ} 05' 35''$ west 48.00 feet to a point bearing north $39^{\circ} 49' 36''$ east and 90.09 feet distant from Station 33+66.80 of said auxiliary baseline "N"; thence south $86^{\circ} 04' 27''$ west 92.73 feet to a point bearing north $39^{\circ} 49' 36''$ east and 25.96 feet distant from Station 34+33.78 of said auxiliary baseline "N"; thence north $53^{\circ} 15' 35''$ west 203.66 feet to a point bearing north $39^{\circ} 49' 36''$ east and 14.99 feet distant from Station 36+37.14 of said auxiliary baseline "N"; thence north $16^{\circ} 06' 37''$ west 75.28 feet to a point bearing north $39^{\circ} 49' 36''$ east and 57.15 feet distant from Station 36+99.51 of said auxiliary baseline "N"; thence by a curve to the right of 40.00 feet radius 64.99 feet to a point bearing north $39^{\circ} 49' 36''$ east and 15.00 feet distant from Station 37+39.45 of said auxiliary baseline "N"; thence north $50^{\circ} 10' 24''$ west 60.69 feet to a point bearing north $39^{\circ} 49' 36''$ east and 15.00 feet distant from Station 38+00.14 of said auxiliary baseline "N"; thence by a curve to the right of 385.00 feet radius 252.41 feet to a point bearing north $77^{\circ} 23' 15''$ east and 15.23 feet distant from Station 40+62.45 of said auxiliary baseline "N"; thence north $12^{\circ} 36' 34''$ west 139.65 feet to the point of ending thereof, said point bearing north $77^{\circ} 23' 26''$ east and 35.27 feet distant from Station 242+32.00 of said auxiliary baseline "S" hereinbefore described.

The southerly location line of the State highway as hereby laid out begins at a point marking the point of beginning of the westerly location line, hereinbefore described and extends thence by a curve to the left of 1,021.37 feet radius 213.02 feet identical with the southerly location

line of the right-of-way of a railroad, owner unknown, supposedly Consolidated Rail Corporation, to a point marking the point of beginning of the easterly location line, hereinbefore described.

The northerly location line of the State highway as hereby laid out begins at a point marking the point of ending of the westerly location line hereinbefore described, and extends thence north $77^{\circ} 23' 36''$ east 70.05 feet to a point marking the point of ending of the easterly location line, hereinbefore described.

The location lines of the State highway laid out as hereinbefore described are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof, where feasible.

All of the land located within the above described State highway location is hereby taken in fee simple under the provisions of Chapter 79 of the General Laws, of Chapter 590 of the Acts of 1961 and of Chapter 718 of the Acts of 1956, except Parcel 12-E-6, in and over which an easement only is hereby taken, said easement in said Parcel 12-E-6 consisting of the right to enter upon said land at any time to construct thereon and to maintain and use, other than at grade, bridges and necessary appurtenances therefor; the fee in said land remaining as existing prior to the date of this instrument, and said land being subject to any use by the owners thereof as will not interfere with the construction and maintenance of said State highway at the widths and grades prescribed therefor; and further excepting from the rights hereby taken, the right of Consolidated Rail Corporation to continue to use and maintain railroad service

in its existing easement contained within the limits of Parcel 12-E-6, shown on the plan hereinafter referred to.

The right of access to and egress from the State highway location is limited, being permitted across the location lines thereof, hereinbefore described, only as follows:

1. Free access to and egress from said State highway location is allowed:
 - a. Across the line defining the southerly end thereof for its entire length.
 - b. Across the westerly location line between a point thereon bearing south $50^{\circ} 24' 39''$ west and 116.48 feet distant from Station 230+02.02 of auxiliary baseline "S" hereinbefore described and a point thereon bearing south $50^{\circ} 49' 45''$ west and 99.54 feet distant from Station 230+75.68 of said baseline.
 - c. Across the westerly location line between a point thereon bearing south $50^{\circ} 49' 45''$ west and 103.81 feet distant from Station 233+63.97 of auxiliary baseline "S" hereinbefore described and a point thereon bearing south $50^{\circ} 49' 45''$ west and 94.52 feet distant from Station 234+28.33 of said baseline.
 - d. Across the westerly location line between a point thereon bearing south $50^{\circ} 49' 45''$ west and 72.08 feet distant from Station 235+82.97 of auxiliary baseline "S" hereinbefore described and a point thereon bearing south

50° 49' 45" west and 64.58 feet distant from Station 236+45.65 of said auxiliary baseline "S".

- e. Across the easterly location line between a point thereon bearing south 53° 15' 35" east and 10.00 feet distant from Station 134+36.49 of auxiliary baseline "D", hereinbefore described, and a point bearing north 53° 15' 35" west and 50.00 feet distant from said Station 134+36.49.
- f. Across the easterly location line between a point thereon bearing north 39° 49' 36" east and 90.09 feet distant from Station 33+66.80 of auxiliary baseline "N", hereinbefore described, and a point thereon bearing north 39° 49' 36" east and 25.96 feet distant from Station 34+33.78 of said auxiliary baseline "N".
- g. Across the easterly location line between a point thereon bearing north 39° 49' 36" east and 14.99 feet distant from Station 36+37.14 of auxiliary baseline "N", hereinbefore described, and a point bearing north 39° 49' 36" east and 57.15 feet distant from Station 36+99.51 of said auxiliary baseline "N".
- h. Across the line defining the northerly end thereof for its entire length.

Access to and egress from said location is allowed for pedestrian purposes only as follows:

- a. Across the westerly location line between a point thereon bearing south 59° 02' 55" west and 59.76 feet distant

from Station 233+14.17 of auxiliary baseline "S" hereinbefore described and a point thereon bearing south $59^{\circ} 02' 55''$ west and 59.76 feet distant from Station 233+14.17 of said auxiliary baseline "S".

3. Access to and egress from said location is allowed the Consolidated Rail Corporation, its successors or assigns, at ground level for railroad purposes only as follows:

- a. Across the westerly location line between a point thereon bearing south $41^{\circ} 16' 24''$ west and 96.43 feet distant from Station 27+35.75 of the main baseline hereinbefore described and a point thereon bearing south $43^{\circ} 55' 31''$ west and 147.66 feet distant from Station 229+11.46 of auxiliary baseline "S" hereinbefore described.
- b. Across the easterly location line between a point thereon bearing north $41^{\circ} 16' 24''$ east and 113.74 feet distant from Station 27+03.47 of the main baseline hereinbefore described and a point thereon bearing north $58^{\circ} 08' 37''$ east and 22.00 feet distant from Station 128+46.42 of auxiliary baseline "D" hereinbefore described.

In connection with the laying out of the State highway in the location hereinbefore described, it is necessary to take certain land outside the limits of said location which would otherwise constitute an uneconomic remnant. Said land is hereby taken, in fee simple, under the provisions of Chapter 79 of the General Laws, including all trees and structures located thereon (not, however, including poles, towers, lines,

wires, cables and other appurtenances for the conveyance of electricity and telephone communication), excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, and electricity and for telephone communication now lawfully in or upon said premises hereby taken. Said land is shown as Parcel 12-17-UR on the plan hereinafter referred to and described as follows:

An easement is hereby taken in the parcel of land shown on the plan hereinafter referred to as Parcel 12-TE-1, for the purpose of performing certain construction. Said easement consists of the right to enter upon said land at any time during the effective period of the easement to effect said construction. Said easement is temporary in nature and is to be in effect only until three (3) years from the date of this instrument.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts does hereby take, under the provisions of Chapter 79 of the General Laws and of all other general or special laws thereto enabling, all of the land, not already owned by the Commonwealth, outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Chicopee, Hampden County, all of said land being taken in fee simple, with the exception of Parcel 12-E-6 in which an easement for highway purposes is hereby taken,

the supposed owners of Parcels 12-16 to 12-25 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Chicopee which are included in the foregoing description.

Rights of access to and egress from an existing public way is hereby taken from the owners of land abutting High Street and Ross Avenue at the locations indicated on the plan hereinafter referred to as Parcels 12-AT-2 and 12-AT-3. The supposed owners of said land are set forth in the schedule hereinafter contained.

The State highway hereby laid out and the aforesaid takings are shown on a plan signed by the Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke, Hampden County Laid Out as a State Highway by the Department of Public Works March 19, 1980 Scale: 40 Feet to the Inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award at any time prior to the payment thereof for good cause shown.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
12-16	Commonwealth of Massachusetts (DPW)	2.67 Acres
12-17	Commonwealth of Massachusetts (DPW)	34,734 Sq.Ft.
12-18	Commonwealth of Massachusetts (DPW)	1,620 Sq.Ft.
12-19	Commonwealth of Massachusetts (DPW)	2,001 Sq.Ft.
12-20	Commonwealth of Massachusetts (DPW)	1,715 Sq.Ft.
12-21	Commonwealth of Massachusetts (DPW)	5,382 Sq.Ft.
12-22	Commonwealth of Massachusetts (DPW)	39,520 Sq.Ft.
12-23	City of Holyoke	40,908 Sq.Ft.
12-24	Mobil Oil Corporation	551 Sq.Ft.
12-25	City of Holyoke	0.48 Acres
12-E-6	Consolidated Rail Corporation	38,214 Sq.Ft.
12-AT-2	Mobil Oil Corporation	48 L.F.
12-AT-3	City of Holyoke	140 L.F.
12-TE-1	City of Holyoke	2.27 Acres

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

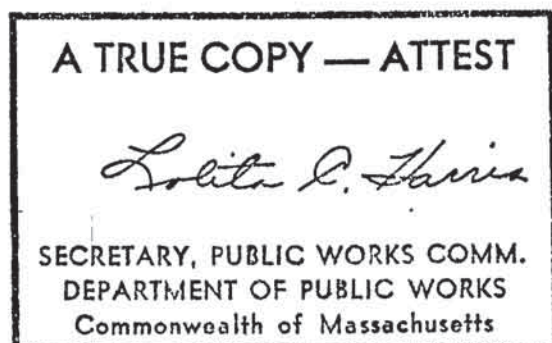
Voted: That said new or existing way as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located certified copies of said plan and of this certificate, signed by at least a majority of the members of the Public Works

Commission, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted: That the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of this certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out said sections of City Way in accordance with said plan.

Dated at Boston this nineteenth day of March, 1980.



s /	Dean P. Amidon	Members
s /	Peter E. Donadio	of the
s /	S. J. Tersigni	Public
s /	F. D. Rodick	Works
s /	Thomas G. Barlow	Commission

1981

Holyoke



STATE HIGHWAY LAYOUT #6523
I-91, ramp to Lower Westfield Rd.; taking on Lower Westfield Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 198 PAGE 70.

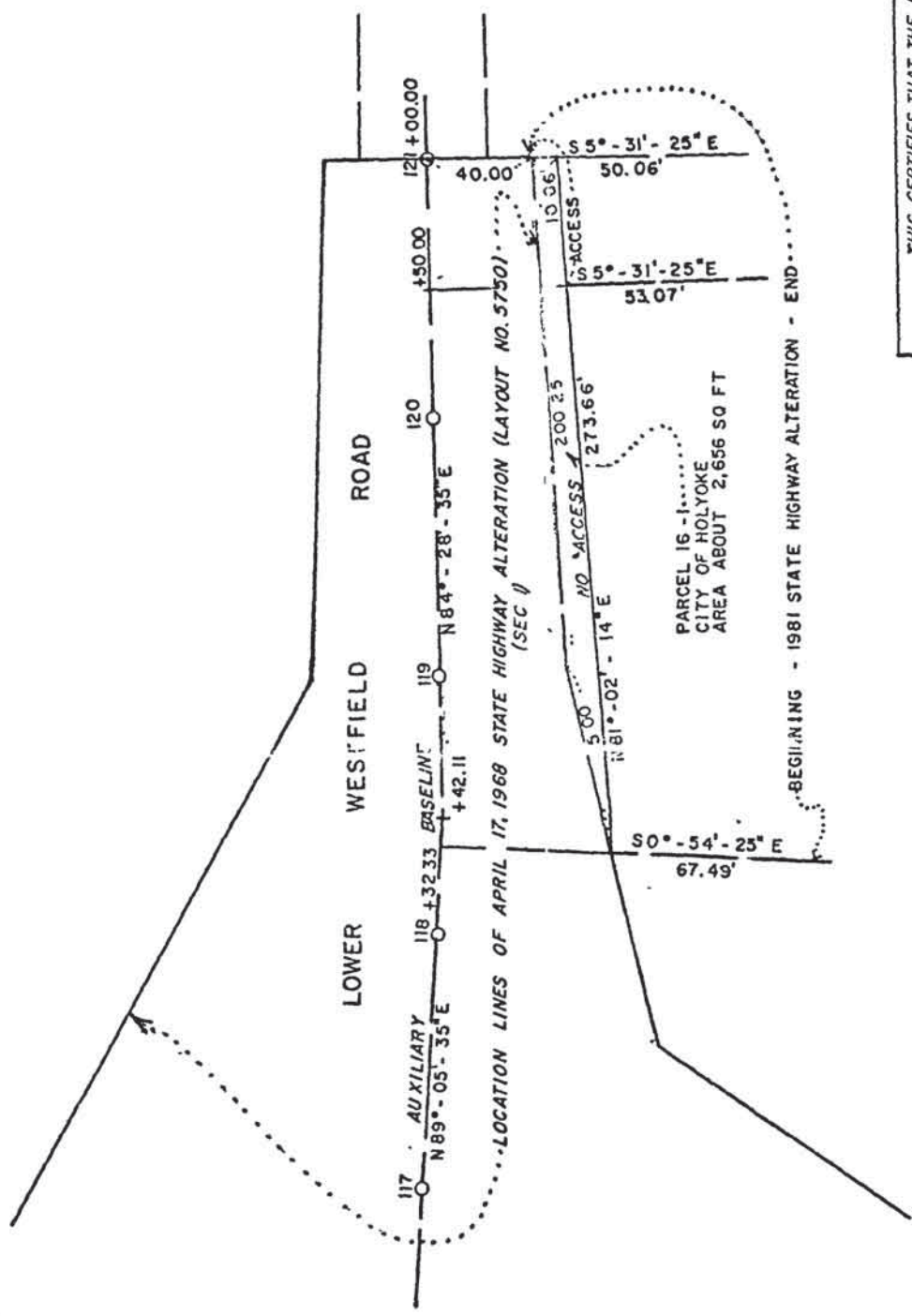
INDEXING

STATE HIGHWAY LAYOUT #6523

- Image Info SH59031 Holyoke
- Image Info SH59031 I-91
- Image Info SH59031 Lower Westfield Road



INTERSTATE ROUTE 91



I CERTIFY THAT THIS PLAN HAS BEEN PREPARED IN CONFORMITY WITH THE RULES AND REGULATIONS OF THE REGISTERS OF DEEDS OF THE COMMONWEALTH OF MASSACHUSETTS.



7/27/81
DATE
Signature



THIS CERTIFIES THAT THE LOCATION OF THE HIGHWAY HAS BEEN ALTERED AS SHOWN ON THIS PLAN AND THAT SAID HIGHWAY AS ALTERED WAS LAID OUT AND TAKEN CHARGE OF AS A LIMITED ACCESS STATE HIGHWAY BY THE DEPARTMENT OF PUBLIC WORKS ON JULY 29, 1981 IN ACCORDANCE WITH CHAPTER 81 OF THE GENERAL LAWS AS AMENDED BY SECTION 7-C INSERTED BY CHAPTER 397 OF THE ACTS OF 1943.

Alan P. Anderson
Surveyor General
State of Massachusetts
No. 14527

MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS

THE COMMONWEALTH OF MASSACHUSETTS
PLAN OF ROAD
IN THE CITY OF
HOLYOKE
HAMPDEN COUNTY
ALTERED AND LAID OUT AS A STATE HIGHWAY
BY THE DEPARTMENT OF PUBLIC WORKS
JULY 29, 1981
SCALE: 80 FEET TO THE INCH
Chief Engineer
LAYOUT NO. 6523



The Commonwealth of Massachusetts
Department of Public Works

100 Nashua Street, Boston 14
 REC'D COUNTY

AUG 13, 1981
 August 13, 1981 P

COUNTY
 OF
 HAMPSHIRE

Holyoke
 L.O. No. 6523 &
 Order of Taking

Edward G. Shea, Clerk
 Hampden County Commissioners
 Court House
 Springfield, MA

Dear Sir:

Acting under the provisions of Chapter 81 of the
 General Laws, Ter. Ed., the Department of Public Works
 did, under date of July 29, 1981, alter the location of
 a section of State highway laid out in the City of Holyoke
 in the year 1981

A plan thereof and a certificate that said De-
 partment of Public Works has laid out and taken charge
 of said State highway as altered in accordance with said
 plan, are sent you herewith - ~~under separate cover~~ - for
 filing in your office according to the law. An attested
 copy of the adjudication and vote of the Commissioners
 relative to the laying out and taking charge of said State
 highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as
 possible the enclosed form of receipt.

Yours truly,

Lolita C. Harris

Secretary.

Public Works Commission

~~Registered Mark~~

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

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Holyoke
Layout No. 6523
and Order of Taking

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of April 17, 1968 (L.O. No. 5750) alter, lay out and take charge of as a limited access State highway, a road, Interstate Route 91, previously laid out and taken charge of in the City of Holyoke, Hampden County, as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County, and in the office of the City Clerk of said City; and

Whereas, it now appears advisable to make further changes in the easterly location line of the aforesaid State highway;

Now, therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, as hereinafter described, with limited access provisions.

The alteration consists of widening a portion of the aforesaid State highway at its intersection with Lower Westfield Road, being more fully described as follows:

The baseline used herein is a portion of the auxiliary baseline of the aforesaid 1968 State highway alteration and the stations hereinafter referred to are points thereon.

The easterly location line of the State highway hereby altered and laid out begins at a point on the easterly location line of the first section of said 1968 State highway alteration, said point bearing south $0^{\circ}54'25''$ east and being 67.49 feet distant from Station 118+32.33 and extends thence leaving said 1968 easterly location line north $81^{\circ}02'14''$ east 273.66 feet to a point bearing south $5^{\circ}31'25''$ east and 50.06 feet distant from Station 121+00.00; thence north $5^{\circ}31'25''$ west 10.06 feet to the point of ending thereof again on the aforesaid 1968 easterly location line, said point bearing south $5^{\circ}31'25''$ east and being 40.00 feet distant from said Station 121+00.00.

The easterly location line of the State highway hereby altered and laid out is to be further defined by bounds set thereon at the point of beginning and at an angle point, where feasible.

The right of access to and egress from the State highway location hereby altered and laid out is limited, and neither access thereto nor egress therefrom is allowed across the easterly location line thereof as hereinbefore described, except as follows:

Free access to and egress from said location is allowed; across the easterly location line hereinbefore described, between a point thereon bearing south $5^{\circ}31'25''$ east and 53.07 feet distant from Station 120+50.00 and a point thereon bearing south $5^{\circ}31'25''$ east and 40.00 feet distant from Station 121+00.00.

The above described access-egress item is shown on a plan hereinafter referred to.

The restrictions of access to and egress from the portion of the aforesaid 1968 State highway location hereby altered and laid out are hereby voided insofar as applicable to the easterly location line thereof, now located within the limits of said State highway location.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of all other general or special laws thereto enabling, all of the land outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication) situated in the City of Holyoke, County of Hampden, all of said land being taken in fee simple, the supposed owner of Parcel 16-1, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid taking are shown on a plan signed by the Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled:

THE COMMONWEALTH OF MASSACHUSETTS

PLAN OF ROAD

IN THE CITY OF

HOLYOKE

HAMPDEN COUNTY

ALTERED AND LAID OUT AS A STATE HIGHWAY

BY THE DEPARTMENT OF PUBLIC WORKS

July 29, 1981

SCALE: 40 FEET TO THE INCH,

an attested copy of which plan is to be recorded with this 'Order of Layout and Taking' in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the City of Holyoke in its property by reason of the aforesaid taking in Parcel 16-1, containing about 2,656 square feet, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, an award is made. The Department reserves the right to amend the award, at any time prior to the payment thereof for good cause shown.

The name of the owner herein given, although supposed to be correct, is such only as a matter of opinion and belief.

It is therefore

Voted: That said way as altered as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth, that the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County, and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and a copy of this certificate signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out and taken charge

of said way as altered in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twenty-ninth day of July, 1981.

<u>Dean P. Amidon</u>	Members
<u>S. J. Tersigni</u>	of the
<u>Thomas G. Barlow</u>	Public
<u>Frank D. Rodick</u>	Works
<u>Peter E. Donadio</u>	Commission

Layout Engineer

1988

Holyoke



STATE HIGHWAY LAYOUT #6765
North Bridge St., Canal St., to county line.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 256 PAGES 38-41.

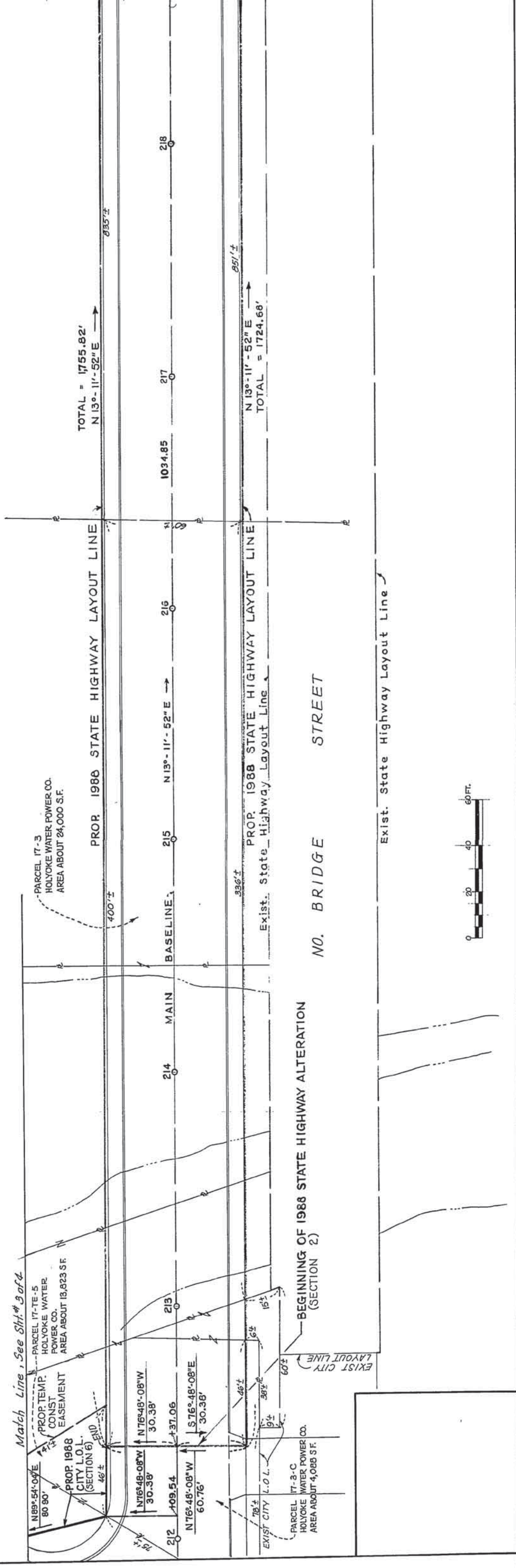
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STATE HIGHWAY LAYOUT #6765

- Image Info** SH59032 Holyoke
- Image Info** SH59032 Canal Street
- Image Info** SH59032 North Bridge Street

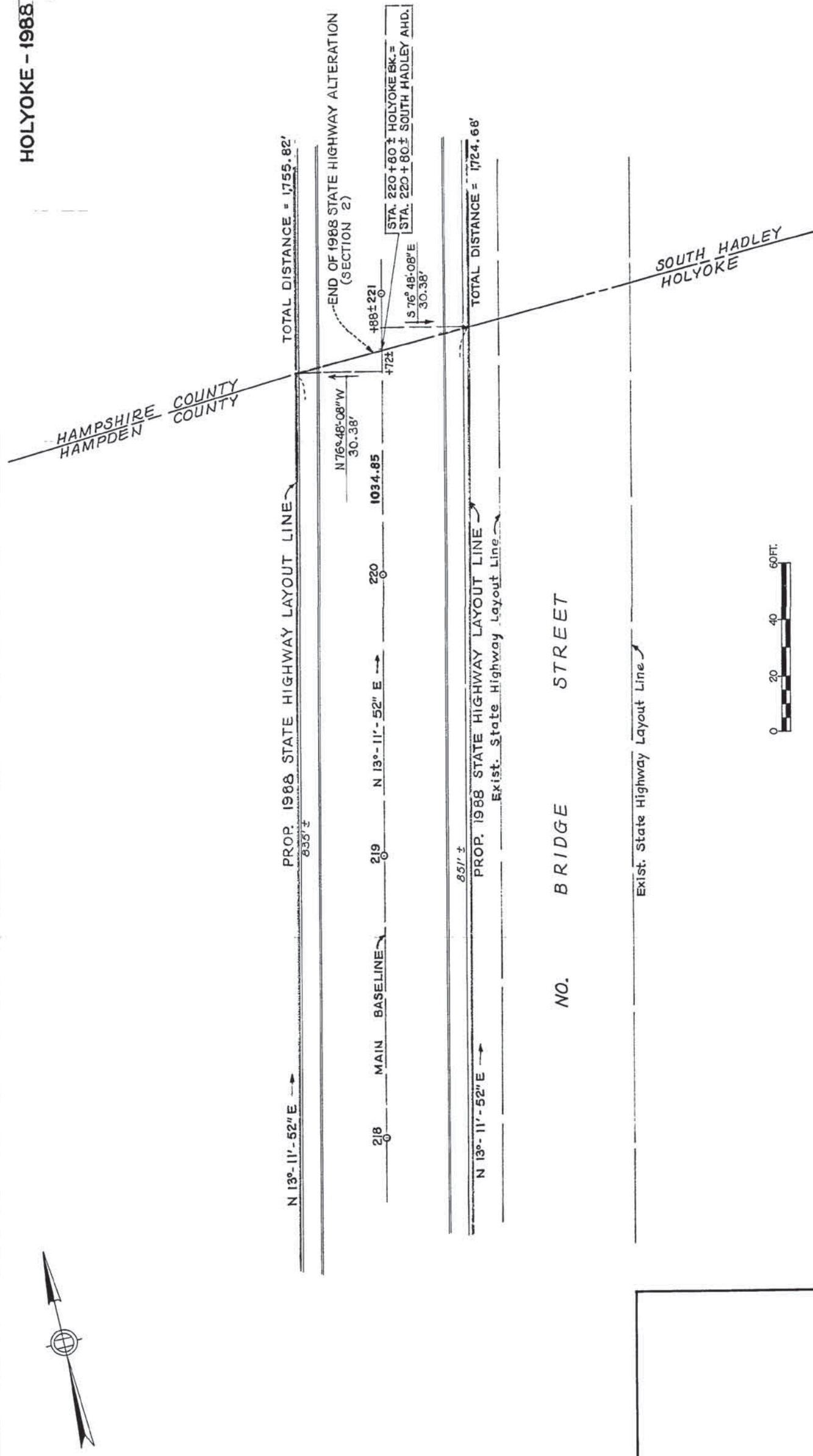
HOLYOKE - 1988 ALTERATION - SHEET 2 OF 4 SHEETS

LAYOUT - NO. 6765



HOLYOKE - 1988 ALTERATION - SHEET 4 OF 4 SHEETS

LAYOUT NO. 6765



THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oooOooo---

Holyoke
Layout No. 6765
and Order of Taking

Whereas, the location of a bridge carrying Bridge Street (Route 116) over the Connecticut River in the city of Holyoke, county of Hampden, became State highway by virtue of Chapter 690 of the Acts of 1945; and

Whereas, it now appears advisable to make certain changes in the location lines of said State highway;

Now, Therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway and should lay out and take charge of said State highway as altered, as hereinafter described.

The alteration is made in two sections and consists of widening and establishing a location for said State highway and is more fully described as follows:

The main baseline of location for the Alteration begins at a point in the existing roadway of No. Bridge Street, shown on plan hereinafter referred to as station 205, and extends thence north $06^{\circ} 36' 49''$ west 19.57 feet; thence by a curve to the right of 1520.00 feet radius, 525.58 feet; thence north $13^{\circ} 11' 52''$ east 1,034.85 feet more or less to the point of

ending thereof, said point being on the dividing line between the Town of South Hadley and the City of Holyoke.

An auxiliary baseline "C" for the reconstruction of a portion of Canal Street begins at a point shown on plans hereinafter referred to as station 11, and extends thence north $83^{\circ} 42' 14''$ east 200.00 feet to the point of ending thereof, shown of said plans as station 13.

Note: Station 12 + 27.62 of auxiliary baseline "C" is identical with station 206 + 07.85 of the main baseline hereinbefore described.

An auxiliary baseline "HM" for the reconstruction of a portion of Hadley Mills Road begins at a point shown on plan hereinafter referred to as station 20 + 04.54, said point being identical with station 210 + 82.00 of the main baseline hereinbefore described and extends thence north $76^{\circ} 48' 08''$ west 43.44 feet; thence by a curve to the left of 100.00 feet radius, 35.78 feet; thence south $82^{\circ} 41' 52''$ west 71.64 feet; thence by a curve to the right of 200.00 feet radius, 82.03 feet to the point of ending thereof, shown on said plan as station 22 + 37.43.

An auxiliary baseline "A" for the reconstruction of a portion of Access Road begins at a point shown on plan hereinafter referred to as station 100 + 00.00, said point being identical with station 211 + 70.00 of the main baseline hereinbefore described and extends thence north $76^{\circ} 48' 08''$ west 22.87 feet; thence by a curve to the right of 100.00 feet radius, 92.94 feet; thence north $23^{\circ} 33' 08''$ west 143.58 feet; thence by a curve to the left of 100.00 feet radius, 91.27 feet;

thence north $75^{\circ} 50' 54''$ west 103.49 feet to the point of ending thereof, shown on said plan as station 104 + 54.15.

Section I

The easterly location line of the State highway hereby laid out begins at a point 20 feet more or less southerly from the existing Bridge Street layout line, said point bearing south $77^{\circ} 57' 18''$ east and being 31.03 feet distant from station 207 + 05.41 of the hereinbefore described main baseline and extends thence by a curve to the right of 1489.62 feet radius 198.26 feet to the point of ending thereof said point being 5 feet more or less easterly of the aforementioned Bridge Street layout line bearing south $77^{\circ} 57' 18''$ east and 30.46 feet distant from station 209 + 03.59 of said main baseline.

The westerly location line of the State highway hereby laid out begins at a point, said point being identical with the point of ending of the Canal Street City layout (section 2) hereinafter described, bearing north $77^{\circ} 57' 18''$ west and 31.09 feet distant from station 207 + 05.41 of said main baseline; thence by a curve to the right of 1550.38 feet radius 198.09 feet to the point of ending thereof, said point being identical with the point of beginning of the Hadley Mills Road City layout (section 5) hereinafter described, bearing north $77^{\circ} 57' 18''$ west and 30.46 feet distant from station 209 + 03.59 of said main baseline.

The southerly end of the State highway hereby laid out is defined as bearing north $77^{\circ} 57' 18''$ west and 62.12 feet in length extending between the points of beginning of the easterly

and westerly location lines hereinbefore described.

The northerly end of the State highway hereby laid out is defined as bearing north $77^{\circ} 57' 18''$ west and 60.92 feet in length extending between the points of ending of the easterly and westerly location lines hereinbefore described.

Section 2

The easterly location line of the State highway hereby laid out begins at a point bearing south $76^{\circ} 48' 08''$ east and being 30.38 feet distant from station 212 + 37.06 of the hereinbefore described main baseline, extending thence north $13^{\circ} 11' 52''$ east 851 feet more or less to the point of ending on the dividing line between the Town of South Hadley and the City of Holyoke, said point bearing south $76^{\circ} 48' 08''$ east and 30.38 feet distant from station 220 + 88 more or less of said main baseline.

The westerly location line of the State highway hereby laid out begins at a point, said point being identical with the point of ending of the Access Road City layout (section 6) hereinafter described, bearing north $76^{\circ} 48' 08''$ west and being 30.38 feet distant from station 212 + 37.06 of the hereinbefore described main baseline, extending thence north $13^{\circ} 11' 52''$ east 835 feet more or less to the point of ending on the dividing line between the Town of South Hadley and the City of Holyoke, said point bearing north $76^{\circ} 48' 08''$ west and 30.38 feet distant from station 220 + 72 more or less of said main baseline.

The southerly end of the State highway hereby laid out is defined as bearing north $76^{\circ} 48' 08''$ west and 60.76 feet in length extending between the points of beginning of the easterly

and westerly location lines hereinbefore described.

The northerly end of the State highway hereby laid out is defined by the dividing line between the Town of South Hadley and the City of Holyoke, shown on the plan hereinafter referred to and intersecting at station $220 + 80 \pm$ Holyoke said station being identical with station $220 + 80 \pm$ South Hadley of the aforementioned main baseline.

The location lines of the State highway (section 1 and 2) laid out as hereinbefore described are to be further defined by bounds set thereon at angle points, points of curvature, at the points of beginning and ending thereof where feasible.

In connection with the laying out of the State highway in the location hereinbefore described, it is necessary to lay out six sections of highway, in behalf of the City of Holyoke and said sections of highway shown as Section 1 to 6 inclusive, on the plan hereinafter referred to, are laid out in behalf of the City of Holyoke under the provisions of Chapter 448 of the Acts of 1948, and are described as follows:

Section 1

The first section of highway hereby laid out in behalf of the City of Holyoke, consists of establishing a location for the widening of Bridge Street and Canal Street at the southwesterly corner thereof and by the line described as follows:

Beginning at a point on the westerly line of layout for Bridge Street, said point bearing south $85^{\circ} 22' 57''$ west and 31.20 feet distant from station $205 + 72.52$ of the hereinbefore described main baseline; and extending thence north $49^{\circ} 16' 48''$

west 8.78 feet to the point of ending thereof on the existing southerly line of layout for Canal Street, said point bearing south $06^{\circ} 17' 46''$ east and 27.90 feet distant from station 11 + 89.00 of the hereinbefore described auxiliary baseline "C".

Section 2

The second section of highway hereby laid out in behalf of the City of Holyoke, consists of establishing a location for the widening of Bridge Street and Canal Street at the northwesterly corner thereof and by a line described as follows:

Beginning at a point on the northerly line of layout for Canal Street, said point bearing north $06^{\circ} 17' 46''$ west and 31.50 feet distant from station 11 + 39.44 of the hereinbefore described auxiliary baseline "C"; and extending thence by a curve to the left of 91.62 feet radius 106.87 feet to the point of ending thereof on the westerly state highway alteration location line (section 1) as hereinbefore described; said point bearing north $77^{\circ} 57' 18''$ west and 31.09 feet distant from station 207 + 05.41 of the hereinbefore described main baseline.

Section 3

The third section of highway hereby laid out in behalf of the City of Holyoke consists of establishing a location for the widening of Bridge Street and Canal Street at the northeasterly corner thereof and by a line described as follows:

Beginning at a point on the northerly line of layout for Canal Street, said point bearing north $06^{\circ} 17' 46''$ west and 32.21 feet distant from station 12 + 78.15 of the hereinbefore described auxiliary baseline "C"; and extending thence by a

curve to the right of 33 feet radius 10.61 feet to the point of ending thereof on the existing easterly line of layout for Bridge Street, said point bearing north $88^{\circ} 17' 50''$ east and 39.60 feet distant from station 206 + 49.85 of the hereinbefore described main baseline.

Section 4

The fourth section of highway hereby laid out in behalf of the City of Holyoke consists of establishing a location for the widening of Bridge Street and Canal Street at the southeasterly corner thereof and by a line described as follows:

Beginning at a point on the easterly line of layout for Bridge Street, said point bearing north $85^{\circ} 22' 12''$ east and 28.84 feet distant from station 205 + 72.19 of the hereinbefore described main baseline; and extending thence by a curve to the right of 23 feet radius 13.48 feet to the point of ending thereof on the existing southerly line of layout for Canal Street, said point bearing south $06^{\circ} 17' 46''$ east and 27.86 feet distant from station 12 + 65.17 of the hereinbefore described auxiliary baseline "C".

Section 5

The fifth section of highway hereby laid out in behalf of the City of Holyoke consists of establishing a relocation and widening of Bridge Street and Hadley Mills Road and by the line described as follows:

Beginning at a point on the westerly State highway alteration location line (section 1) as hereinbefore described; said point bearing north $77^{\circ} 57' 18''$ west and 30.46 feet distant

from station 209 + 03.59 of the hereinbefore described main baseline and extends thence by a curve to the right of 1550.38 feet radius 130.55 feet to a point bearing north 77 13' 53" west and 30.38 feet distant from station 210 + 33.76 of said main baseline; thence north 67 45' 23" west 58.74 feet to a point bearing south 07 18' 08" east and 27.35 feet distant from station 21 + 04.55 of the hereinbefore described auxiliary baseline "HM"; thence north 68 19' 20" west 4.85 feet to a point bearing south 07 18' 08" east and 25.00 feet distant from station 21 + 08.79 of said auxiliary baseline "HM"; thence south 82 41' 52" west 46.61 feet to a point bearing south 07 18' 08" east and 25.00 feet distant from station 21 + 55.40 of said auxiliary baseline "HM"; thence by a curve to the right of 225.00 feet radius, 92.28 feet to a point on the southerly line of layout for Hadley Mills Road, said point bearing south 16 11' 52" west and 25.00 feet distant from station 22 + 37.43 of said auxiliary baseline "HM"; thence leaving said line of layout and crossing Hadley Mills Road, north 16 11' 52" east 50.00 feet to a point on the northerly line of layout for Hadley Mills Road, said point bearing north 16 11' 52" east and 25.00 feet distant from said station 22 + 37.43 of said auxiliary baseline "HM"; thence leaving said line of layout by a curve to the left of 175.00 feet radius, 71.78 feet to a point bearing north 07 18' 08" west and 25.00 feet distant from station 21 + 55.40 of said auxiliary baseline "HM"; thence north 82 41' 52" east 125.17 feet to a point bearing north 13 11' 52" east and 35.83 feet distant from station 20 + 41.61 of said auxiliary baseline "HM"; thence by a curve to the left of 14.08 feet

radius, 11.52 feet to the point of ending thereof on the existing westerly line of layout for Bridge Street, said point bearing north $76^{\circ} 48' 08''$ west and 29.00 feet distant from station 211 + 25.60 of the hereinbefore described main baseline.

Section 6

The sixth section of highway hereby laid out in behalf of the City of Holyoke consists of establishing a relocation and widening of Access Road and by the line described as follows:

Beginning at a point on the existing westerly line of layout for Bridge Street, said point bearing north $76^{\circ} 48' 08''$ west and 29.00 feet distant from station 211 + 40.82 of the hereinbefore described main baseline and extends thence by a curve to the left of 25.00 feet radius 24.03 feet to a point bearing south $25^{\circ} 02' 04''$ west and 17.00 feet distant from station 100 + 43.53 of the hereinbefore described auxiliary baseline "A"; thence by a curve to the right of 117.00 feet radius 72.80 feet to a point on the southerly line of layout for Access Road, said point bearing south $60^{\circ} 41' 05''$ west and 17.00 feet distant from station 101 + 05.75 of said auxiliary baseline "A"; thence north $89^{\circ} 54' 04''$ east 80.90 feet to a point bearing north $76^{\circ} 48' 08''$ west and 30.38 feet distant from station 212 + 09.54 of said main baseline; thence north $13^{\circ} 11' 52''$ east 27.52 feet to the point of ending thereof on the westerly State highway alteration location line (section 2) as hereinbefore described; said point bearing north $76^{\circ} 48' 08''$ west 30.38 feet distant from station 212 + 37.06 of said main baseline.

The location lines of the sections of highway laid out in behalf of the City of Holyoke as hereinbefore described, are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof where feasible.

Easements are hereby taken in the parcels of land shown on the plan hereinafter referred to as 17-TE-1 thru 17-TE-11, inclusive, for the purpose of grading, constructing driveways, sidewalks, walls and other incidental work as necessary within said parcels and consists of the right to enter upon said land at any time during the effective period of easement to perform the work pertinent thereto. Said easements are temporary in nature and are to be in effect only until four (4) years from the date of recording of this instrument.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts does hereby take, under the provisions of Chapter 79 of the General Laws and of all other general or special laws thereto enabling, all of the land, not already owned by the Commonwealth, outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Holyoke, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 17-1 to 17-4, inclusive, shown on the plan hereinafter referred to, being set

forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

For the purpose of laying out, constructing and maintaining the sections of City highway hereinbefore described, the Department of Public Works, on behalf of the City of Holyoke, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of all other general or special laws thereto enabling, Parcels 17-1-C to 17-8-C inclusive, shown on the plan hereinafter referred to, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Holyoke, County of Hampden excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Holyoke which are included in the foregoing description.

The State highway hereby laid out, the sections of City highway hereby laid out and the aforesaid takings are shown on a

plan signed by the Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke Hampden County Laid out as a State Highway by the Department of Public Works April 13, 1988 .

Scale: 20 feet to the inch" an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award at any time prior to the payment thereof for good cause shown.

<u>PARCEL NO.</u>	<u>SUPPOSED OWNER</u>	<u>AREA</u>
17-1	Pride Plazas, Inc.	446 s.f.
17-2	Holyoke Water Power Company	7,068 s.f.
17-3	Holyoke Water Power Company	24,000 s.f.
17-4	Little Rapids Corporation	1,048 s.f.
17-1-C	Pride Plazas, Inc.	1,524 s.f.
17-2-C	Holyoke Water Power Company	108 s.f.
17-3-C	Holyoke Water Power Company	4,088 s.f.
17-4-C	Holyoke Street Railway Company	21 s.f.
17-5-C	Anna L. Santaniello and Josephine Santaniello	18 s.f.
17-6-C	Little Rapids Corporation	4,557 s.f.
17-7-C	Little Rapids Corporation	1,204 s.f.

17-8-C	City of Holyoke	20,492 s.f.
17-TE-1	Pride Plazas, Inc.	780 s.f.
17-TE-2	Holyoke Water Power Company	100 s.f.
17-TE-3	Holyoke Water Power Company	100 s.f.
17-TE-4	Holyoke Water Power Company	100 s.f.
17-TE-5	Holyoke Water Power Company	13,823 s.f.
17-TE-6	Anna L. Santaniello and Josephine Santaniello	115 s.f.
17-TE-7	Little Rapids Corporation	6,442 s.f.
17-TE-8	Little Rapids Corporation	1,298 s.f.
17-TE-9	City of Holyoke	4,690 s.f.
17-TE-10	Holyoke Water Power Company	580 s.f.
17-TE-11	Pearson Valley Development Company	1,910 s.f.

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.
It is therefore

VOTED: That said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of this certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out and taken charge of said way, in accordance with said plan, together with a copy of this

adjudication and vote.

It is also

VOTED: That the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of this certificate, signed by at least a majority of the members of Public Works Commission, attesting that the Department of Public Works has laid out the aforesaid sections of City way in accordance with said plan.

Dated at Boston this thirteenth day of April, 1988

Jane Garvey
 Sec'd. di Cronin
 Esther H. Francis
 Fern 2 Broadway

Members
 of the
 Public
 Works
 Commission

1992

Holyoke



STATE HIGHWAY LAYOUT #7115
I-91, discontinued portion of Whitney Ave.

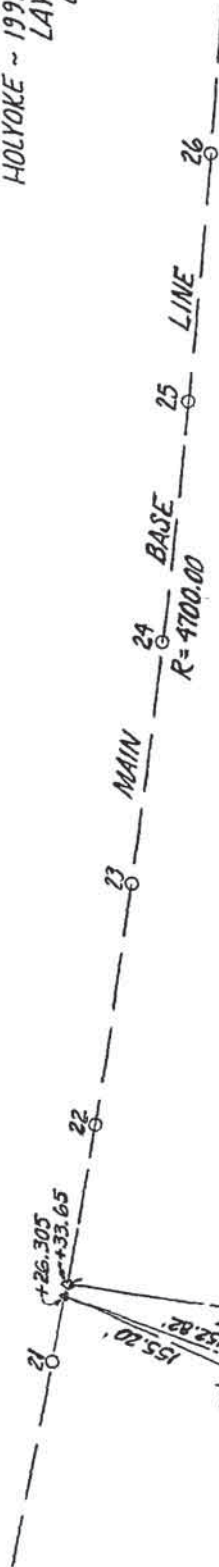
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 284 PAGE 92.

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STATE HIGHWAY LAYOUT #7115

- Image Info SH59033 Holyoke
- Image Info SH59033 I-91
- Image Info SH59033 Whitney Avenue

HOLYOKE ~ 1992 ALTERATION - ONE SHEET
LAYOUT No. 7115
LIMITED ACCESS



INTERSTATE ROUTE 91

LOCATION LINE OF SEPTEMBER 21, 1966
STATE HIGHWAY LAYOUT (LO. NO. 5916)

ALTERNATION (LO. NO. 5945)

LS-2
11,467 SQ. FT. ±

THE MAY DEPARTMENT STORES COMPANY
SEE BOOK 4835 - PAGE 125
PLAN BOOK 187 - PAGES 80 & 81

A TRUE COPY - ATTACHED
Michael P. Pardo
SECRETARY, PUBLIC WORKS COMM.
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

PLAN PREPARED BY
ALMER HUNTLEY, JR. & ASSOCIATES, INC.
NORTHAMPTON, MASSACHUSETTS

MASS HIGHWAY

THIS CERTIFIES THAT THE LOCATION OF THE HIGHWAY
HAS BEEN ALTERED AS SHOWN ON THIS PLAN AND THAT
SAID HIGHWAY AS ALTERED WAS LAID OUT AND TAKEN
CHARGE OF AS A LIMITED ACCESS STATE HIGHWAY BY THE
DEPARTMENT OF HIGHWAYS ON DECEMBER 9, 1992
IN ACCORDANCE WITH CHAPTER 81 OF THE GENERAL LAWS
AS AMENDED BY SECTION 7-C INSERTED BY CHAPTER 397 OF
THE ACTS OF 1943.

THE COMMONWEALTH OF MASSACHUSETTS

PLAN OF ROAD
IN THE CITY OF

HOLYOKE
HAMPDEN COUNTY

ALTERED AND LAID OUT AS A STATE HIGHWAY BY THE
DEPARTMENT OF HIGHWAYS
DECEMBER 9, 1992

SCALE 80 FEET TO THE INCH

CHIEF ENGINEER

LAYOUT NO. 7115

I CERTIFY THAT THIS PLAN HAS BEEN
PREPARED IN CONFORMANCE WITH THE RULES
AND REGULATIONS OF THE REGISTERED
DEEDS OF THE COMMONWEALTH OF
MASSACHUSETTS.



DATE: Nov 18, 1992
SIGNATURE: Paul J. Hunter

NOTE: THE ALTERATION CONSISTS OF
REVISING THE STATE HIGHWAY LOCATION
TO EXCLUDE THEREFROM AN AREA OF
LAND NO LONGER NEEDED FOR STATE
HIGHWAY PURPOSES.

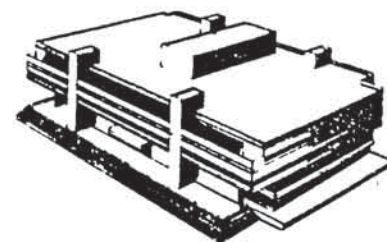




OFFICE OF THE
COUNTY COMMISSIONERS

LEONARD J. COLLAMORE
CHAIRMAN
THOMAS J. O'CONNOR
RICHARD S. THOMAS

Commonwealth of Massachusetts
County of Hampden
Hall of Justice
50 State Street
Springfield, Massachusetts 01103
(413) 781-8100



February 8, 1993

Edward J. Corcoran II
Director, Right of Way Bureau
Mass. Highway Department
Ten Park Plaza
Boston, MA 02116-3973

RE: HOLYOKE: Layout No. 7115
and Order of Taking
dated December 9, 1992

Dear Sir:

As requested in your letter dated February 1,
1993, there is enclosed herewith a receipt, signed by
William J. Martin, Clerk of Courts, in the above-entitled
matter.

Very truly yours,

HAMPDEN COUNTY COMMISSIONERS

By Mary A. Coleman
Mary A. Coleman, Chief Exec. Asst.

/C

Enc.

The Commonwealth of Massachusetts

Holyoke

Layout No. 7115
and Order of Taking
dated December 9, 1992

Hampden

ss.

February 8, 1993

I HEREBY CERTIFY that the following document and plan have been this day filed in the office of the County Commissioners for said County, to wit:—

A certified copy of a plan and location bearing thereon a certificate dated December 9, 1992, purporting to be signed by the Department of Public Works, or a majority of the members thereof, attesting that the said Department of Public Works has laid out and taken charge of, as a State highway, a new or existing way in the city or town of Holyoke, as shown on said plan.

Attest:

Killian Martin
Clerk of Courts.



William F. Weld
Governor

Argeo Paul Cellucci
Lieutenant Governor

James J. Kerasiotes
Secretary

Laurinda T. Bedingfield
Commissioner

February 1, 1993

HOLYOKE: Layout No. 7115
and Order of Taking
dated December 9, 1992

William J. Martin, Clerk
Hampden County Commissioners
Hall of Justice
50 State Street
P.O. Box 559
Springfield, Massachusetts 01102

Dear Mr. Martin:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Massachusetts Highway Department did, under date of December 9, 1992 alter the location of a section of State Highway in the Town of Holyoke that had been previously altered in 1964.

A plan thereof and a certificate that said Massachusetts Highway Department has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Sincerely,

Edward J. Corcoran II
Director, Right of Way Bureau

EJC/lag

Enclosure:

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF HIGHWAYS

---oooOooo---

Holyoke

Layout No. 7115

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, on May 5, 1964 (L.O. No. 5395) lay out and on December 12, 1973 (L.O. No. 5945) alter and take charge of as a limited access State highway, a road in the City of Holyoke, Hampden County, being known as Interstate Route 91, as shown on the plans of said State highway on file in the office of the Department of Highways, copies of which have been filed in the office of the County Commissioners of said County of Hampden at Springfield, and in the office of the City Clerk of said City of Holyoke; and

Whereas, it now appears advisable to make certain changes in the easterly location line of said State highway;

Now, therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the tercentenary Edition thereof; and acts in amendment thereof and in addition thereto, the Department of Highways adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, with limited access provisions, as hereinafter described.

The alteration consists of revising a portion of the easterly location line of said State highway to conform to the southwesterly and southerly boundaries of a parcel of land no longer needed for State highway purposes. Said parcel of land contains about 11,467 square feet of area and is shown on the plan hereinafter referred to as parcel LS-2.

The easterly location line of said State highway as hereby altered and laid out begins at a point on said easterly location line bearing S 64° 43' 00" E and 181.03 feet distant from station 21+26.305 of the main baseline of location of the Sept. 21, 1966 State highway layout (L.O. No. 5616) and extends thence, leaving said location line N 64° 43' 00" W a distance of 25.83 feet to a point bearing S 64° 43' 00" E and 155.20 feet distant from said station 21+26.305 of the main baseline; thence running northerly parallel to the said Sept. 21, 1966 main baseline (L.O. No. 5616) and the June 15, 1966 main baseline (L.O. No. 5567) and 150.00 feet distant easterly therefrom an arc distance of 48.06 feet to the point of ending thereof, on the easterly location line of the December 12, 1973 State highway alteration (L.O. No 5945), said point bearing S 79° 55' 35" E and being 150.00 feet distant from station 21+33.65 of the said June 15, 1966 baseline.

The location line of the State highway hereby altered and laid out is to be further defined by bounds set thereon at the point of ending thereof.

The right of access to and egress from the State highway location is limited, being permitted across the easterly location line, thereof, hereinbefore described only as follows:

Free access to and egress from is allowed onto Whitney Avenue across the location line herein before described between a point thereon bearing S 64° 43' 00" E and 181.03 feet distant from station 21+26.305 of the base-line and a point bearing S 68° 37' 57" E and 152.82 feet distant from said station 21+26.305 of the baseline.

The restrictions of access-egress imposed under the May 5, 1964 and the aforesaid December 12, 1973 State highway layout and alteration are hereby voided insofar as applicable to that portion of the easterly location line thereof extending between the points of beginning and ending of the location line altered and laid out as hereinbefore described.

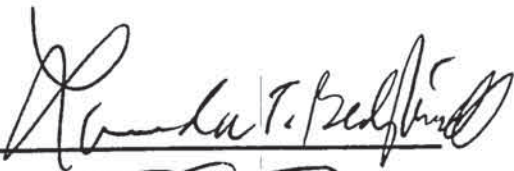
The State highway hereby altered and laid out is shown on a plan signed by the Chief


Engineer and signed by the Department of Highways and on file in its office, said plan being entitled "The Commonwealth of Massachusetts Plan of Road in the City of Holyoke, Hampden County Altered and Laid Out as a State Highway by the Department of Highways DECEMBER 9, 1992, Scale 40 feet to the Inch," an attested copy of which is to be recorded with this order of layout in the Registry of Deeds for Hampden County, at Springfield.


It is therefore

Voted: that the said way, as altered, as described herein, and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth, that the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the city clerk of the city in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Highways has laid out and taken charge of said way, as altered, in accordance with said plan, together with a copy of the adjudication and vote.

Dated at Boston this ninth day of December, 1992.







Members of the
Highways
Commission

1995

Holyoke



STATE HIGHWAY LAYOUT #7299
I-91 ramp taking at Route 141, (Easthampton Rd.)

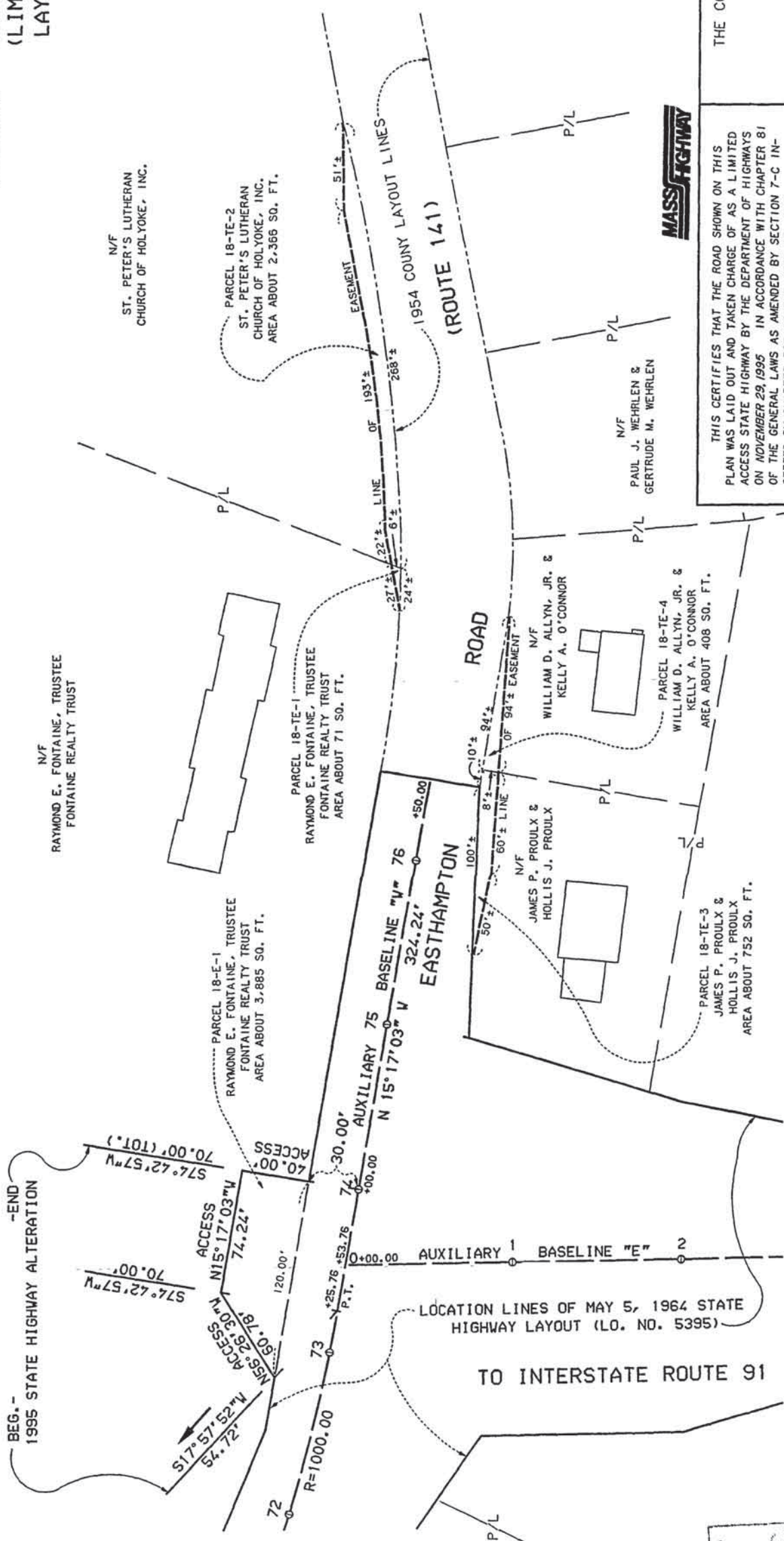
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 296 PAGES 99.

INDEXING

STATE HIGHWAY LAYOUT #7299

- Image Info SH59034 Holyoke
- Image Info SH59034 Easthampton Road
- Image Info SH59034 I-91
- Image Info SH59034 Route 141

HOLYOKE - 1995 ALTERATION - ONE SHEET
(LIMITED ACCESS)
LAYOUT NO. 7299



THIS CERTIFIES THAT THE ROAD SHOWN ON THIS PLAN WAS LAID OUT AND TAKEN CHARGE OF AS A LIMITED ACCESS STATE HIGHWAY BY THE DEPARTMENT OF HIGHWAYS ON NOVEMBER 29, 1995 IN ACCORDANCE WITH CHAPTER 81 OF THE GENERAL LAWS AS AMENDED BY SECTION 7-C INSERTED BY CHAPTER 397 OF THE ACTS OF 1943.

THE COMMONWEALTH OF MASSACHUSETTS
PLAN OF ROAD
IN THE CITY OF
HOLYOKE
HAMPDEN COUNTY
ALTERED AND LAID OUT AS A STATE HIGHWAY
BY THE DEPARTMENT OF HIGHWAYS
NOVEMBER 29, 1995
SCALE: 80 FEET TO THE INCH

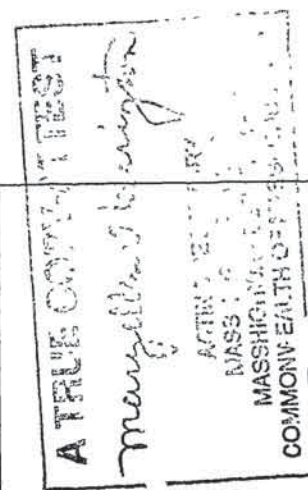
CHIEF ENGINEER
LAYOUT NO. 7299



I CERTIFY THAT THIS PLAN HAS BEEN PREPARED IN CONFORMITY WITH THE RULES AND REGULATIONS OF THE REGISTERS OF DEEDS OF THE COMMONWEALTH OF MASSACHUSETTS.



DATE 11-22-95
SIGNATURE Paul A. Pate



MASS**HIGHWAY**William F. Weld
GovernorArgeo Paul Cellucci
Lieutenant GovernorJames J. Kerasiotes
SecretaryLaurinda T. Bedingfield
Commissioner

December 15, 1995

HOLYOKE: LAYOUT NO. 7299 ALTERATION
AND ORDER OF TAKING
Dated: November 29, 1995

William J. Martin, Jr., Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts 01103

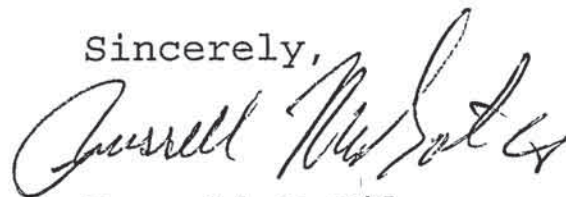
Dear Sir/Madam:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Massachusetts Highway Department did, under date of November 29, 1995 alter the location of a section of State Highway in the City of Holyoke that had been previously altered.

A plan thereof and a certificate that said Massachusetts Highway Department has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt. If you have any questions I can be reached at 617-973-7913.

Sincerely,



Russell McGilvray
Administrative Manager
Right of Way Bureau

ML/dd
Enclosure:

The Commonwealth of Massachusetts

7299 ***Layout No.***

Hampden ***County***

December 15, ***1995***

I HEREBY CERTIFY that the following document and plan have been this day filed in the office of the County Commissioners for said County, to wit:-

A certified copy of a plan and location bearing thereon a certificate dated November 29, 1995, purporting to be signed by the Massachusetts Highway Department, or a majority of the members thereof, attesting that the said Massachusetts Highway Department has laid out and taken charge of, as a State Highway, as shown on said plan.

Attest:

Clerk of Courts

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF HIGHWAYS

HOLYOKE
Layout No. 7299
and Order of Taking

WHEREAS, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of May 5, 1964 (Layout No. 5395), lay out and take charge of as a limited access State highway, a road in the City of Holyoke, County of Hampden, now known as Easthampton Road (Route 141), as shown on the plans of said State highway on file in the office of the Department of Highways, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, and in the office of the City Clerk of said City of Holyoke; and

WHEREAS, it now appears advisable to make certain changes in the westerly location line of said State highway;

NOW, therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Highways adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway and should lay out and take charge of said State highway as altered, with limited access provisions, as hereinafter described.

The alteration consists of widening a portion of Route 141 on the westerly side thereof, at its intersection with the connector

ramp from Interstate Route 91 and is more fully described as follows:

The baseline used for this alteration is a portion of auxiliary baseline "W" of the aforesaid May 5, 1964 State highway layout, and the Stations hereinafter referred to are points thereon.

The State highway hereby altered and laid out begins at a point on the westerly location line of the aforesaid 1964 State highway layout, said point bearing South $17^{\circ} 57' 52''$ West and being 54.72 feet distant from Station 73+25.76 and extends thence, leaving said 1964 location line North $56^{\circ} 26' 30''$ West 60.78 feet to a point bearing South $74^{\circ} 42' 57''$ West and 70.00 feet distant from said Station 73+25.76; thence North $15^{\circ} 17' 03''$ West 74.24 feet to a point bearing South $74^{\circ} 42' 57''$ West and 70.00 feet distant from said Station 74+00.00; thence North $74^{\circ} 42' 57''$ East 40.00 feet to the point of ending thereof, again on the westerly location line of the aforesaid 1964 State highway layout, said point bearing South $74^{\circ} 42' 57''$ West and being 30.00 feet distant from said Station 74+00.00.

The location line of the State highway as hereby altered and laid out is to be further defined by bounds set thereon at angle points, and at the points of beginning and ending thereof, where feasible.

The right of access to and egress from the State highway is limited, being permitted across the location line of the section

of highway altered and laid out as hereinbefore described in its entirety.

Easements are hereby taken in the parcels of land shown on the plan hereinafter referred to as Parcels 18-TE-1 to 18-TE-4 inclusive, for the purpose of providing a location to perform the necessary work, such as removing shrubs, constructing or reconstructing driveways and/or islands, and any other necessary incidental construction within said parcels and consist of the right to enter upon said land at any time during the effective period of said easements to accomplish the necessary work pertinent thereto. Said easements are temporary in nature and are to be in effect only for a period of three years from the date of recording of this instrument.

For the purpose of laying out, constructing and maintaining said State Highway, the Department of Highways, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and all other general or special laws thereto enabling, an easement for highway purposes in the parcel of land shown on the plan hereinafter referred to as Parcel 18-E-1.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by the Chief Engineer, and signed by the Department of Highways and on file in its office, said plan being entitled:

"THE COMMONWEALTH OF MASSACHUSETTS

PLAN OF ROAD

IN THE CITY OF

HOLYOKE

HAMPDEN COUNTY

ALTERED AND LAID OUT AS A STATE HIGHWAY

BY THE DEPARTMENT OF HIGHWAYS

NOVEMBER 29, 1995

SCALE: 40 FEET TO THE INCH",

an attested copy of which is to be recorded with this 'Order of Layout and Taking' in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following owners in their property by reason of the aforesaid takings, and in accordance with the provisions of Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the awards at any time prior to the payment thereof for good cause shown.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
18-E-1	Raymond E. Fontaine, Trustee Fontaine Realty Trust	3,885 S.F.
18-TE-1	Raymond E. Fontaine, Trustee Fontaine Realty Trust	71 S.F.
18-TE-2	St. Peter's Lutheran Church of Holyoke, Inc.	2,366 S.F.
18-TE-3	James P. Proulx & Hollis J. Proulx	752 S.F.
18-TE-4	William D. Allyn, Jr. & Kelly A. O'Connor	408 S.F.

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore,

Voted: That said way as altered, as described herein and as described and shown on said plan, be and the same, is hereby laid out and taken charge of by the Commonwealth, that the Secretary to the Highways Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and copies of this certificate, signed by at least a majority of the members of the Highways Commission, attesting that the Department of Highways has laid out and taken charge of said way, as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twenty-ninth day of November, 1995.

_____	MEMBERS
_____	OF
_____	THE
_____	HIGHWAYS
_____	COMMISSION

Paul A. Potlowski
ACTING LAYOUT ENGINEER

1910

Holyoke



Lands taken for State Highway purposes - written document - refers to
Hampden County Registry of Deeds Plan Book File 291.

L. H. Smith & c to Mass. Highway Commission.

INDEXING

Lands taken for State Highway purposes

Image Info SH59035 Holyoke
Image Info SH59035 Smith, L H

The Commonwealth of Massachusetts.

Massachusetts Highway Commission.

15 Ashburton Place, Boston.

Description of Lands Taken for State Highway Purposes

in the ^{City} ~~Town~~ of Holyoke, County of Hampden
by vote of the Massachusetts Highway Commission laying out said highway
, filed in the Registry of Deeds for Hampden
County, _____, District, at Springfield, in accordance with Section 97, Chapter 48 of the Revised Laws.

THIS IS TO CERTIFY that in laying out this section of State highway the following pieces or parcels of land were taken from property now or formerly owned by the persons hereinafter shown, said land taken being further shown on a copy of a plan signed by the Massachusetts Highway Commission April 5, 1910, filed herewith.

From:—

Dr. L. H. Smith.

A parcel of land bounded and described as follows:

Beginning at a point in the easterly line of the old highway leading from the city of Holyoke to the city of Northampton, at its intersection with the dividing line between the land of the Holyoke Street Railway Company and the land of Dr. L. H. Smith, said point being about opposite and about 8 feet distant from a point on the base line of the State highway laid out in the city of Holyoke under date of April 5, 1910, shown on plan as station 67+44; thence in said easterly line of old highway northerly for the distance of about 19 feet to a point in the north-westerly line of the State highway as laid out April 5, 1910, said point being about opposite and 20 feet distant on the base line, shown on the plan as station 67+59; thence in westerly line of State highway laid out April 5, 1910, N. 48° 08' 35" E. to a point opposite and 20 feet distant on the base line of said State highway, station 73+45.16; thence in a curve to the left of 1085.64 feet radius to the intersection with the south-easterly line of said old highway, to the point about opposite and 20 feet distant from station 73+75; thence in line of said old highway, north-easterly for the distance of about 78 feet to the intersection with the dividing line about opposite and four feet distant from station 74+50 on the base line; thence south-easterly

in said dividing line for the distance of about 24 feet to its intersection with the south-easterly line of the new highway; thence south-westerly in a curve to the right of 1135.64 feet radius to the point about opposite and 20 feet distant from station 73+45.16; thence S. $48^{\circ} 08' 35''$ W. to the intersection with the dividing line between the lands of the Holyoke Street Railway Company and the said Dr. L. H. Smith, about opposite and 20 feet distant from station 70+16 on the base line; thence south-westerly in said dividing line for the distance of about 274 feet to the point of beginning. This parcel of land contains about 23,730 square feet.

Holyoke Street Ry. Co. A parcel of land bounded and described as follows:
Beginning at a point in the south-easterly line of the State highway laid out in the city of Holyoke under date of April 5, 1910, at its intersection with the easterly line of the old highway leading from Holyoke to Northampton, said point being about opposite and 20 feet distant from station 67+17 on the base line; thence in said south-easterly line N. $48^{\circ} 08' 35''$ E. to the point of intersection with the dividing line between the lands of Dr. L. H. Smith and said Holyoke Street Railway Company, about opposite and 20 feet distant from station 70+16; thence south-westerly in said dividing line for the distance of about 274 feet to its intersection with the line of old highway at a point about opposite and 8 feet distant from station 67+44 on the base line; thence in said old highway line southerly, for the distance of about 40 feet to the point of beginning. This parcel of land contains about 4190 square feet.

Also a parcel of land bounded and described as follows:
Beginning at a point in the south-easterly line of the State highway laid out in the city of Holyoke under date of April 5, 1910, at its intersection with the dividing line between the lands of Dr. L. H. Smith and said Holyoke Street Railway Co., said point being about opposite and 20 feet distant from point shown on plan as station 74+50 on the base line; thence on a curve to the left of 1135.64 feet radius to a point opposite station 76+43.36 on the base line; thence south-westerly in railroad location line as shown on plan to the point in the dividing line between the lands of Dr. L. H. Smith and the Holyoke Street Railway Company, said point being about opposite and 4 feet distant from station 74+50 on the base line; thence south-easterly in said dividing line for the distance of about 24 feet to the point of beginning. This parcel of land contains about 1510 square feet.

Also a parcel of land bounded and described as follows:

Beginning at a point in the north-easterly line of the State highway laid out in the city of Holyoke under date of April 5, 1910, at its intersection with the easterly line of the old highway leading from the city of Holyoke to the city of Northampton, said point being about opposite and 25 feet distant from a point on the base line of State highway as laid out April 5, 1910, shown on plan as station 137+14; thence in a curve to the right of 1335.07 feet radius to a point opposite and 25 feet distant from station 139+93.02; thence N. 4° 54' 30" W. to a point opposite and 25 feet distant from station 144+21.05 on the base line; thence in a curve to the left of radius 460.93 to the intersection with the easterly line of the old highway about opposite and 25 feet distant on the base line from station 144+47; thence in said line of old highway in a general southerly direction to the point of beginning. This parcel of land contains about 19,520 square feet.

MASSACHUSETTS HIGHWAY COMMISSION,

Examined June 2 - 1910

A. M. Loria

J. B. Brier
Secretary.

June 2, 1910.

Hampden ss. Jun 4, 1910. Rec'd 10 H. 31 M. A. M. and recorded in the Registry of Deeds for Hampden County Book 791, page 111.

Attest.

James R. Brier

Register.

///.

6174

791

L. H. Smith & Co
to

Mass. Highway Commission

HAMPDEN COUNTY REGISTRY OF DEEDS,

JUN 4 1910

Received 10 H 31 M a m

Plaw in File 291



End of Book ~ State Highways ~ Holyoke